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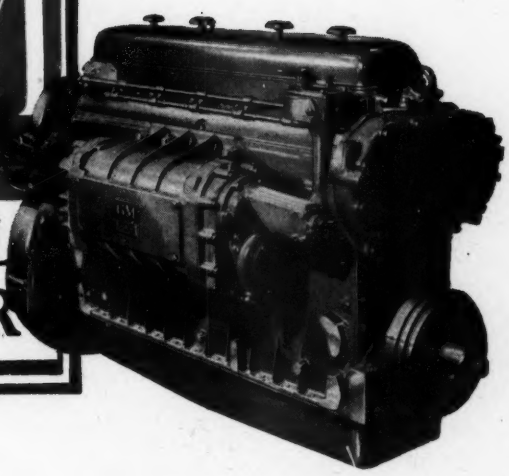

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VOL. XXIX FEBRUARY 1948 NO. 12

Assistant Secretary of State For Fisheries Needed

Problems involving the international aspects of the fisheries are becoming increasingly important to the future welfare of the domestic fishing industry. Exploitation of distant fishing grounds, with consideration for their proper development, protection and conservation, will require careful attention of our Government authorities working in cooperation with other maritime Nations.

In view of this situation, spokesmen for the United States fisheries have advocated the appointment by the State Department of an Assistant Secretary of State for Fisheries at the policy-making level.

A committee of five, representing the Pacific Fisheries Conference, conferred with Secretary of State George C. Marshall on January 27 to urge the creation of an assistant secretaryship to handle fishery problems. The Atlantic States Marine Fisheries Commission has supported the recommendation of the Pacific group, with the added suggestions that an advisory committee include representatives of the official fisheries commissions of each coast and the industry, and that the new Assistant Secretary for Fisheries be specifically directed to act for the Department in implementing Federal-State relations. This view was recently endorsed at a meeting of the Intercoastal Conference Committee held in Washington with representatives from the Gulf States and the newly organized Pacific Marine Fisheries Commission.

The Massachusetts Fisheries Association, at its recent annual meeting, adopted a resolution favorable to the plan. Similar action was taken by the National Canners Association during its January convention.

The National Fisheries Institute executive committee went on record in November 1946 as supporting the recommendation for an assistant Secretary for fisheries, and the New Bedford (Mass.) Seafood Producers Association has been active in helping to secure better State Department representation for the industry.

Stating that failure of this Nation to seek a solution of international fisheries problems may imperil the peace of the world, 19 Senators, in a letter to Secretary Marshall, endorsed industry proposals that an assistant secretary of State or a special assistant for fisheries be named. Numerous Congressmen also are giving support to the proposal.

In a paper distributed to Washington officials, the Pacific Fisheries Conference stated: "With the pressure of increasing populations demanding an ever greater increase in food production, it is certain the race to participate in the harvest from the oceans of the world will increase its tempo, and the competition to control these supplies will become more keen.

"Today, fishing craft have equipment and fuel capacity to travel thousands of miles and to refrigerate their catch for preservation during long trips. This ability to reach out vast distances will be further increased by the operation of mother ships and large freezer or cannery units, which can accompany the fishing boats.

"The international character of the ocean fisheries and the international complications that may arise from their exploitation is indicated in the proclamation of September, 1945, by President Truman. This proclamation, which asserts the rights of the United States to the natural resources of the continental shelf contiguous to the coasts of this Nation and its territories, sets forth certain principles for the conservation and regulation of the fisheries of these areas. Unfortunately this proclamation has never been implemented. Other Nations of the Western Hemisphere have seized upon the principles embodied in this proclamation, and not only implemented but extended them.

"The result has been that the operation of American fishing vessels has often been obstructed, and the operators themselves subjected to delays, bans and difficulties, which could well be cleared up by aggressive action on the part of our Government toward implementing its own fishery policies, and toward definite correlation of these policies through treaties and agreements with other Nations. Until such action is taken we cannot expect the proper development of the fisheries of this Nation or the certainty that this Nation will retain its rightful share of the high seas food resources."

TABLE OF CONTENTS

SPECIAL FEATURES

World Developments Affecting Fisheries..... 13
Extensive Overhaul Required This Spring..... 14
Florida Produces all the U. S. Sponges..... 15
Seasonal Variations in Oyster Fattening..... 16
Plans for 50' Oyster Dredge..... 16
Sebasco Fishermen Freezing Whole Fish and Lobsters 19

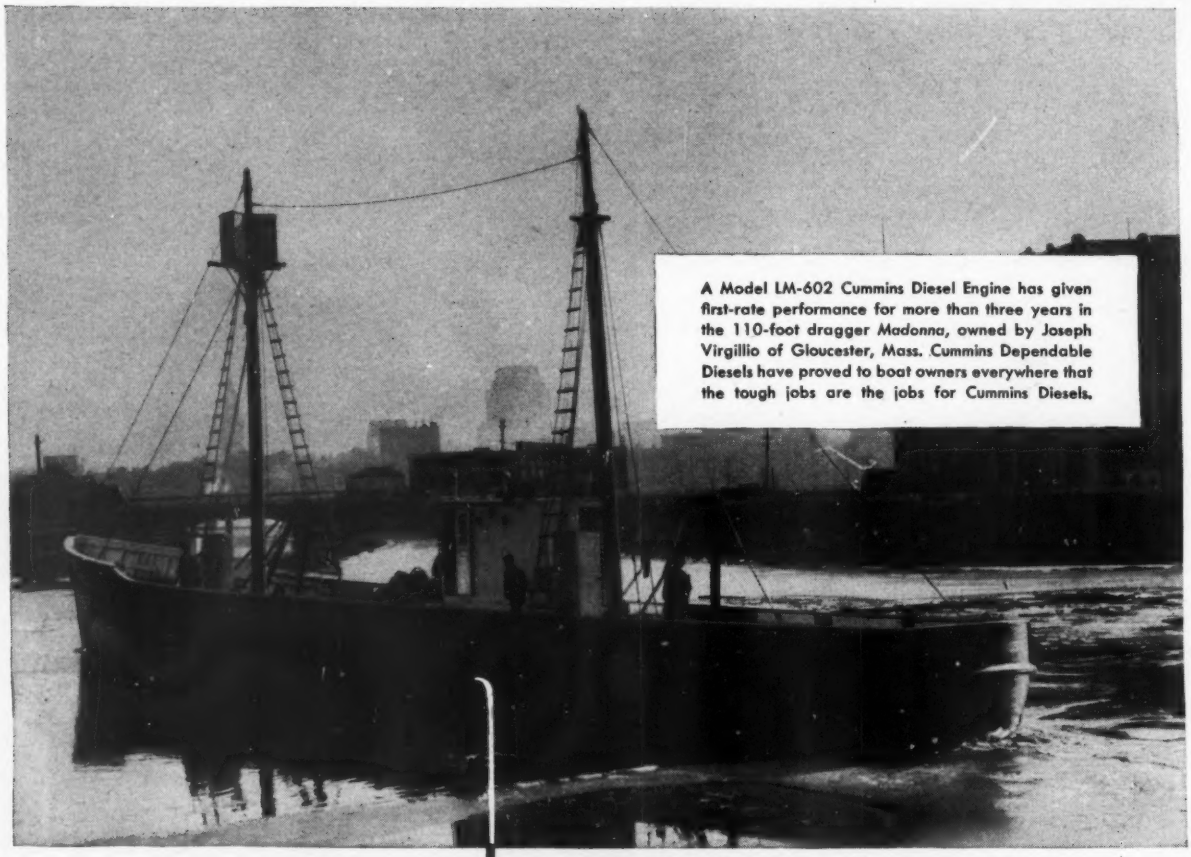
NEWS REPORTS

Maine 18
Gloucester 32
Boston 23
Cape Cod 23
New Bedford 26
Rhode Island 24
Connecticut 17
Long Island 24
New Jersey 31
Maryland 20
Virginia 20
North Carolina ... 21
South Carolina 21
Florida 30
Mississippi 48
Louisiana 36
Texas 28
Michigan 22
Wisconsin 22
New Brunswick ... 51

REGULAR DEPARTMENTS

The Sounding-Lead 9
Vineyard Bailings 50
Fish Landings for Month of January..... 39
Equipment and Supply Trade News..... 42
Book Reviews 53

Where-to-Buy Directory 52
Index to Advertisers..... 53
Classified Advertising 54



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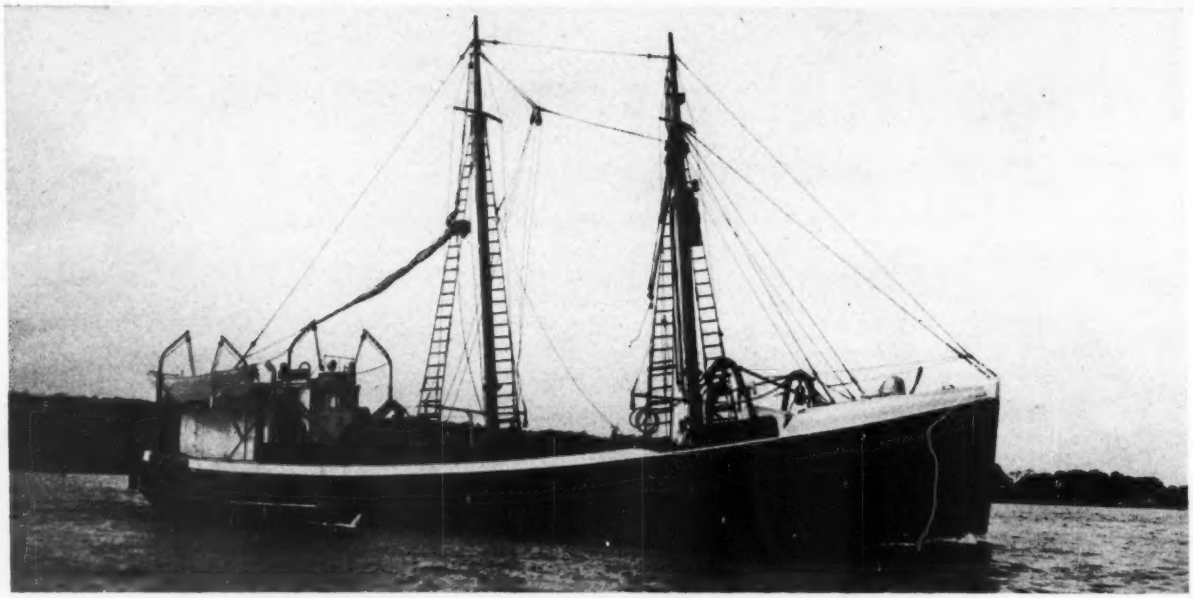

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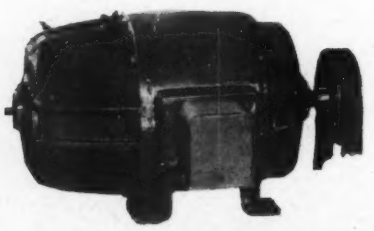

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FISHERIES FUNDS—The commercial fisheries will receive more Federal aid in the fiscal year beginning July 1, 1948 than in the current fiscal year if Congress approves an appropriation anywhere near the totals recommended by President Truman. The appropriation recommended for the Division of Commercial Fisheries, exclusive of funds for Alaska, was $400,000, as compared to $225,000 this year and $399,500 last year (ending June 30, 1947). Increases asked include $118,115 for technological studies, $51,285 for the resumption of the collection and distribution of national statistics and $5,600 for economics and cooperative marketing.

Under the President's recommendations, the Fishery Market News Service would receive $143,000, as compared to $125,000 this year and $137,400 last year. The Hampton, Va. market news office would be reopened, and market conditions would be reported in the South Atlantic and Gulf States.

The President also recommended that the Woods Hole laboratory be rehabilitated at a cost of $22,000, that $75,000 be appropriated for operation of the fishery research vessel *Albatross III*, and that $75,000 be appropriated for an investigation of fish mortality off the Gulf coast of Florida.

OYSTER CONVENTION—At the directors meeting of the Oyster Institute of North America in New York on January 9, it was voted to hold the 1948 oyster convention at the Berkeley-Carteret Hotel in Asbury Park, N. J., June 2, 3 and 4, with a directors meeting on June 1. The 1947 convention was held in the same city.

CURRENT LEGISLATION—Among the bills introduced in Congress recently was H. R. 4843, sponsored by Rep. Thomas Lane of Massachusetts. The bill would authorize strict Federal inspection and regulation of sea-going vessels of 15 gross tons or more and a length of 65′ or over. According to Coast Guard officials, this would include most fishing vessels and some types of yachts and commercial craft. Congressional spokesmen say that in the past 2 years members of Congress have received a number of letters asking that the Federal Government require fishing vessels to meet certain safety standards. Present laws provide only for Federal inspection of vessels of 300 tons and over, or any steam vessel. There is a law calling for the licensing of officers in charge of vessels of 15 tons or more carrying passengers.

Coast Guard officials are reported to be in favor of the Lane bill. They have disclosed that at present safety precautions are lacking on thousands of vessels of different types. The officials have expressed the opinion that all boats should be tested for stability, should be required to carry life preservers and fire extinguishers, and made to meet various other common precautions. Several unions, including the Atlantic Fishermen's Union, favor passage of the bill. A somewhat similar bill, H. R. 3254, introduced in the 77th Congress, was buried in the House Merchant Marine and Fisheries Committee.

A new boat tax bill was introduced in the House January 30 by Rep. Christian A. Herter of Massachusetts. This bill, H. R. 5219, provides for the collection of Social Security taxes to pay unemployment benefits to fishermen who work for wages, but would exempt vessels whose fishermen share in gross or net profits from the catch. The measure is reported to meet the approval of boat owners, as well as the various Federal officials administering Social Security legislation and members of Congress who were against the Gifford bill because it would have exempted all fishermen from the law.

Several bills were introduced in Congress during January which provide an appropriation to the Fish & Wildlife Service for recreating and improving the soft shell clam industry in New England waters. The bills provide for arresting depletion in existing beds, restoring barren beds to production, developing new production areas, and improving methods of digging, transplanting and handling.

Reps. Hale of Maine and Bates of Massachusetts sponsored bills—H. R. 4909 and 4996—calling for studies and development in Maine, Massachusetts and Connecticut, and Senator Green of Rhode Island introduced a bill adding Rhode Island to the areas which would be benefited. These bills carry provision for an appropriation of $250,000 for research over a period of 5 years. Other bills introduced by Hale and Bates—H. R. 4907 and H. R. 4997—ask an immediate appropriation of $50,000 for the study, to be used in the fiscal year beginning July 1.

On January 20, Rep. William M. Colmer of Mississippi introduced a bill designed to settle the title to tidelands and disagreements between various States as to the fishing rights in tidewaters. Colmer's bill, like several others now pending, provides that the United States would relinquish all claims to lands beneath tidewaters and beneath navigable streams within each State, and also provides that the right to regulate and control fishing in tidewaters would be specifically reserved to the Federal Government.

FISH IN SCHOOL LUNCHES—For experimental purposes, $15,000 of Commodity Credit Corporation funds will be spent during the balance of the school year to purchase canned flaked cod and flaked pollock, and frozen whiting and rosefish for school lunches. According to the plan outlined by H. C. Albin, associate director of the Food Distribution Programs Branch of the Department of Agriculture, two or three test centers will be selected. Wholesale distributors within reach of the chosen schools will be supplied bid forms by the Department of Agriculture, and purchases will be made on a competitive basis.

SHIPPING CONTAINERS—Tests of various cartons and insulating materials are being conducted by the Fish and Wildlife Service in cooperation with several carton manufacturers in an effort to develop a receptacle for safe shipment of small quantities of frozen fish through regular channels of distribution without the use of outside refrigeration.

Laboratory tests have been made of a cardboard container having 2″ of lightweight insulation between a smaller box that is enclosed in a larger box. Fish placed in this box kept solidly frozen for 80 hours in a room temperature of 80 degrees F. The container held 40 lbs. of fish and 12 lbs. of dry ice. The cost of this carton would probably be in the range of that for a wooden box of equal size.

If tests of the carton under actual commercial shipment prove successful, processors and distributors will be able to ship frozen fishery products in units of 25 to 100 lbs. for distances up to 1,000 miles. The new carton would enable them to make shipments to remote places where refrigeration facilities are not now adequate, to retailers requiring small quantities, to school lunchrooms, to locker plants, and directly to consumers by mail order. Shipment by ordinary means—express, truck, air, or even parcel post—would be possible at any season of the year.

"RETAILING FISH"—A preview of the motion picture "Retailing Fish" was held in the Department of Interior Auditorium, Washington, D. C. on January 23 before a gathering of fishery representatives and members of various trade associations and retail organizations. Better merchandising of products of the fisheries as a means of increasing sales, is the theme that runs through the picture.

Prints of the picture are now being made, and it is expected that they will be available for distribution on loan sometime in February. Arrangements for scheduling this film for private showing can be made by writing to the Fish & Wildlife Service, Washington 25, D. C. The film, in 16 mm. color and sound, runs about 20 minutes.

FISHERIES COUNCILS—Dr. John L. Kask, curator of aquatic biology at the California Academy of Sciences, San Francisco, has been appointed to head the Biological Branch of the FAO Fisheries Division. Dr. Kask already has had considerable experience in the International aspects of fisheries problems. From 1928-38 he was associate scientist of the International Fisheries Commission (U.S.A. and Canada). For the next 6 years he served as assistant director

(Continued on page 49)

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That's why successful fishermen buy Gold Medal Netting. Trip after trip they have proved that Gold Medal is knit right from the right kind of materials to fish right.

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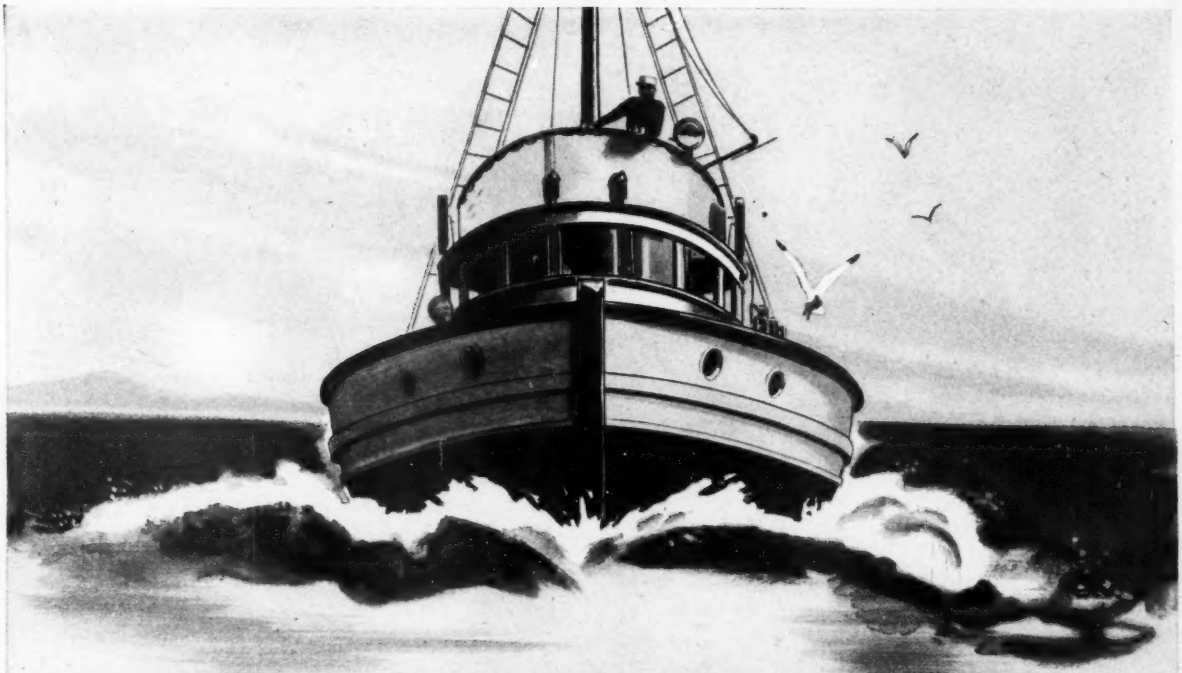

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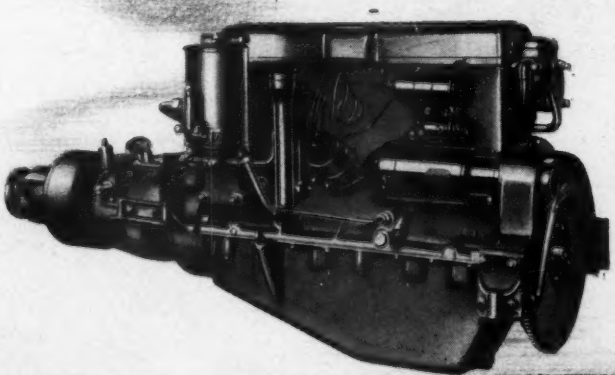

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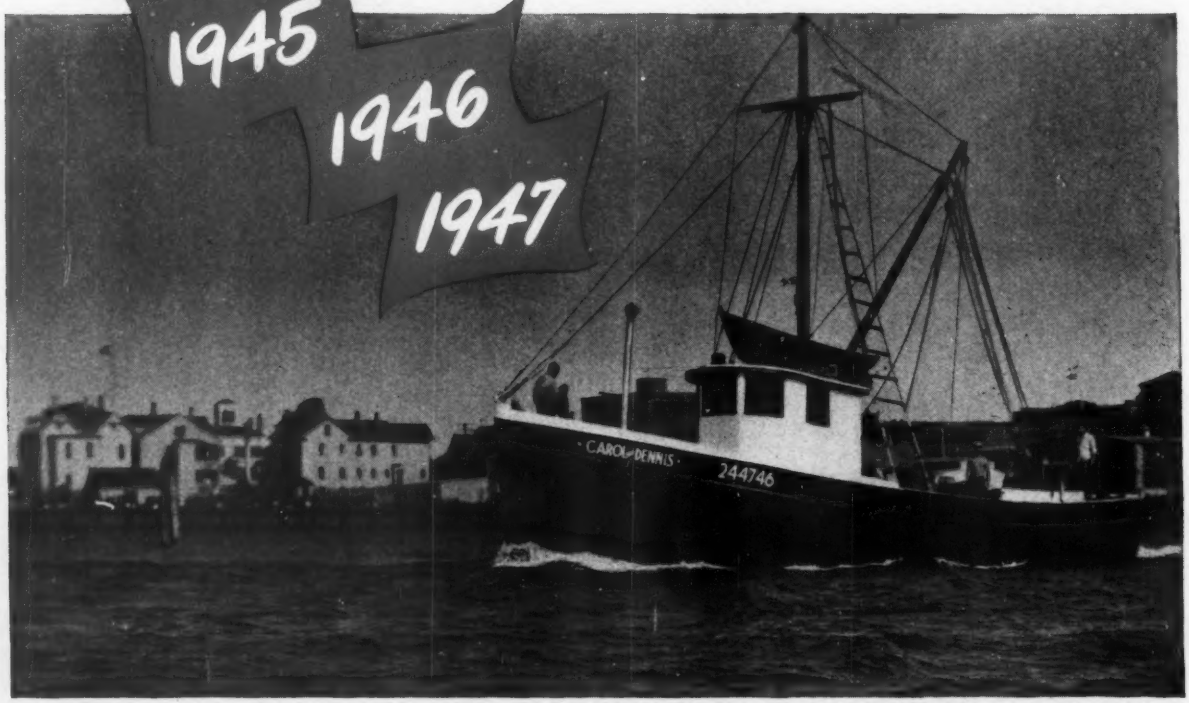

The fishing boat Carol and Dennis, owned by Dennis Cidale, Stonington, Conn., is powered by a 6-cyl., 115-hp. "Caterpillar" Diesel Marine Engine. Capacity, 60,000 lbs. of fish. Speed, 10 knots.

The *Carol and Dennis*, a 60-foot fishing boat out of Stonington, Conn., got her "Caterpillar" Diesel Marine Engine in November, 1943.

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Marine Engines

World Developments Affecting Fisheries

By Congressman Thor C. Tollefson, Chairman, House Sub-Committee on Salt Water Fish and Shellfish*

THE fisherman always has been a self-reliant individual and this self-reliance has easily given rise to a conviction that he could make his own way, solve his own problems and run his own business without help from others. Standing on one's own feet is an admirable trait—one which we all admire—one which has paid dividends in the past and will do so again in the future. Occasionally, however, "Pride cometh before the fall", and there are times when it is advisable to adopt courses of action which differ from those followed in the past. We live in a complex and changing world; methods and procedures which were approved a few years ago might be considered obsolete in the present.

Let us consider, for example, the case of the farmer—another independent character. Not so long ago he plowed his fields, sowed his seed, harvested his crops and sold them to the local grain buyer with scarcely any outside assistance save the mutual exchange of help among his neighbors at harvest time. Today he can purchase his farm with Federally loaned funds, plow his fields with equipment financed by Federal money, sow his fields with seeds obtained through Federal assistance, harvest a crop which has been protected by Federal crop insurance, and then sell his product at a price which has been supported.

All of this has come about because we and the Government have felt that it was in the national interest to help the farmer who was a producer of foodstuffs. We may have disagreed, of course, upon the extent to which Federal aid was granted, but few of us would take issue with the principles involved.

Comparison of Federal Aid to Agriculture and Fisheries

Let's look at another food producer—the fisherman. He's a continuous and important source of food supply. And may I emphasize at this point that fisheries is more than just a commodity—it is in a true sense one of our great national resources—as much as our timber, mineral and agricultural resources. It should be so treated.

The fisherman's contribution to our national economy has been largely the result of his own independent efforts, or of the mutually combined efforts of his fellows. Very little assistance came from his Government—relatively and comparatively speaking. By way of illustration, the agricultural appropriations for 1948 were $623,673,000. Total expenditures for agriculture, however, must include cancellation of treasury notes for losses of the Commodity Credit Corporation amounting to a yearly average of $230,000,000. Including apportioned parity payments, our Government will expend in 1948 the sum of $853,670,000 or $98.88 per farmer. This does not include endowment or revolving funds.

For commercial fisheries in 1948 there was appropriated $2,064,000 or $21.07 for each regular commercial fisherman. Where the average farmer produces annually 34,500 pounds of food, the fisherman produces 47,000 pounds. The Federal Government then expends annually a little more than $5 per ton for agriculture products as against about 90 cents per ton for fish products.

I am not trying to make out a case in favor of subsidizing the fish industry. What I am attempting to do is to point out the need of working for proper recognition of the importance and value of fisheries to our national economy and, more particularly, by our Government itself.

During the war, world requirements for fish were greater than our own domestic fisheries could supply. So, through Lend-lease and otherwise, our Government helped build and equip fishing fleets for foreign nations, notably Russia and Iceland, and later Japan and China. In our own shipyards we spent approximately $23,000,000 in converting and repairing over 20 Russian fishing vessels. Included in that number were some 13 of the most modern and best equipped cannery and refrigerator ships which exist in the world today. The tonnage of these ships varies from 3,000 tons to 10,000 tons. We likewise fitted out and equipped vessels for other countries. Their equipment includes the finest modern machinery. In addition to supplying the vessels and outfitting them, we also gave these foreign countries our "know-how" and taught them our methods.

Foreign Competition

These are the nations with which we must now compete, not only in the world market, but even in our own domestic market. Fisheries products from Canada, Newfoundland, Iceland and Japan, to whom we furnished fishing equipment finer in many instances than our own, are now finding their way to our stores.

But that is only part of the story. It becomes increasingly apparent that we must not only compete for markets, but for future sources of supply as well. The tuna fisheries are one illustration. Our people are vitally interested in other than present sources.

There is every evidence that there are vast quantities of tuna in the central Pacific. It is known that the Japanese caught huge quantities of tuna in the area of the Mandated Islands prior to the war. There is little question that they will be back as soon as possible. It is a recognized fact that they had at least five ocean-going research vessels in these islands working on the problem of expanding the tuna fishery alone. Prior to 1941 the Japanese production of tuna in the Mandated Islands alone was equal to our tuna production—which was the second most valuable fishery in our nation.

Russia has previously announced an ambitious 5-year plan for the expansion of their fisheries in the Pacific. The Russians expect to increase their catch of fish in that area 2½ times by 1950. It is rumored that in addition to the vessels which we supplied them under Lend-Lease, they are building tuna clippers. They are within easy reach of the Mandated Islands.

The question arises—"Who is going to exploit the resources of these islands, and of the central Pacific?" The Japanese and Russians have a distinct advantage over our fishermen in that their governments recognize the expansion of high seas fisheries to be of vital importance to their welfare. Their governments actively encourage and aid this expansion and development. Before the war the Japanese Government had as many as 50 ocean-going research vessels. They will have them again. We do not know how many the Russian Government has outside of those we supplied, but we may assume that in connection with their 5-year plan they will be well supplied.

There are other questions as well. Our fisheries, which produce 4½ billion pounds of fish annually, not only constitute a very important matter of economics, but have certain international aspects which involve matters of law and diplomacy. When our fishing fleet crosses paths with those of other nations many international questions are bound to arise.

American industry is concerned about whether the President's Proclamation of September, 1945, with reference to fishery zones along our coasts for the protection of American fisheries, will be observed in treaty agreements with any foreign power. They are concerned with the whole subject matter of so-called trade barriers. What position will our Nation take in connection with possible action taken by the Food and Agricultural Organization of the United Nations which has announced a tentative plan to divide up the world into certain fisheries zones?

They are gravely disturbed because in none of these matters has our State Department consulted our own fisheries industry. They are aware that in the State Department, where some 8,000 persons are employed, only a handful of relatively submerged peoples have anything to do with fisheries. On the other hand, Canada has a Minister of Fisheries, so does Norway. England has a Minister of Agriculture and Fisheries. Other Nations have placed the international aspects of fisheries in a high diplomatic level.

* Excerpts from address given at the Fishery Products Conference of the National Canners Convention in Atlantic City, N. J. on January 19, 1948.

Extensive Overhaul Required This Spring

By Capt. Elwell B. Thomas

VISITATION of a particularly harsh Winter this year has been tough on humans and boats alike. Equipment has worn out faster, greater quantities of ice have chewed up planking and reached into and opened crevices on deck, causing potential if not immediate damage. Consequently, the entire structure of a fishing vessel, from keel and masthead to spark plugs or injection nozzles, has suffered more this Winter than would ordinarily be the case in several normal Winters. It is evident, therefore, that this Spring overhaul will entail a more thorough and extensive check-up.

For instance, the batteries and other engine starting equipment have undergone more of a strain than they have known in many years. Thus, it is logical that they must be carefully examined. Renewals are recommended wherever any sign of weakness is found. With this drain on batteries, the independent generating plant has been called upon for more service, hence, this unit undoubtedly should be unshipped and sent ashore for a complete mechanical and electrical overhaul.

Items Which Should Not Be Overlooked

A close examination of such equipment as mufflers and exhaust lines, which alternately have met terrific heat and unusually low temperature, is more than ever a prerequisite. Deck irons for exhaust and stoves warrant a critical inspection for signs of cracks resulting from extreme conditions.

The galley stove and any other heating equipment have been driven much harder than usual this season and will need more than customary attention. If the stove bricks are in bad condition, they should be removed and new ones fitted in their place. Also, if the top of the stove is in poor shape because of hard usage, it can be replaced, provided the rest of the stove has held up well enough to justify such action.

All plumbing naturally is a subject requiring examination for cracks resulting from freeze ups that may not have been noticed. Scrutiny of engine water inlet and outlet pipes and fittings as well as sink drains and fresh-water piping is in order. A crack in a fresh-water pipe might develop into a definite leak with the loss of the vessel's drinking water at sea. Toilets and their inlets and outlets also are objects for careful inspection for any possible leaks.

Bilge pumps may have frozen, and in the process of thawing, either the pump or its intake may have become cracked. Therefore, an investigation of the state of these units may reveal the necessity of repairs or renewals.

When the vessel is hauled in the Spring, her seams and planking in the neighborhood of the waterline should receive careful attention. If seam compound apparently has been pulled out by the action of ice, the caulking will bear looking at. A close examination for possible broken frames due to squeezes in the ice also is in order. If the vessel has ice sheathing, the chances are that this has been damaged and may need extensive renewing. Incidentally, one should be sure to plug all of the old holes before nailing on the new sheathing.

A careful check for deck leaks would be wise, for water may have worked down into small spaces, frozen, and caused large leaks. These might not be noticeable in holds or under cockpit floors unless an inspection is made for them. Deck canvas should be gone over with a fine-toothed comb for possible breaks occurring from the carelessness of persons removing snow and ice. A snow shovel easily can ruin a canvas deck if one does not use extreme care in its handling. Any such breaks, when found, call for immediate repair.

Conduct a doubly thorough inspection around bitts, top timbers, joints between house sides and decks, masts, and such spots where leaks might occur, for there is far greater chance for leaks now than is customary. If a dory or other small boat has been carried on deck, this also has taken a severe beating during the Winter and life itself may depend on the attention given to its reconditioning.

Damage of a serious nature may have been caused on deck in clearing off ice with mauls, etc., and one should give all deck structures, including bulwarks, extremely close scrutiny. Doors, portlights, windows and such equipment may have been forced open or shut against ice and become twisted so that they no longer are water-tight. These troubles should be remedied.

Also it must be remembered that in the very cold weather which we have experienced this year, the metal of various types found in a vessel is much more brittle than is common in warmer weather, so there has been a great deal more chance of cracks occurring under sudden strains and blows. Therefore, all metal fittings, especially those on deck, call for careful examination. Goosenecks, the frames of winches, deck irons, windlasses, rudder quadrants, steering cable sheaves and all gear of this type, especially in the neighborhood of their fastenings, may have developed cracks that will result in their failure at a crucial moment.

Rope takes a lot of abuse in such extreme weather. Therefore, minute inspection of all running rigging and other rope may reveal that it needs to be replaced or cut and spliced as prudence dictates. Likewise, standing rigging has suffered more than usual and warrants checking. The seizings of ratlines should be renewed, for they undoubtedly have been weakened. Blocks have had difficulties in operating when frozen, so they ought to be sent down, their pins removed, sheaves inspected and necessary parts replaced before being sent aloft again.

All of the steering gear has been under extra strain because of heavy action when bucking and fighting ice, so from the rudder right through to the wheel, a complete inspection is necessary. If the rudder is of outboard type, it may have experienced particularly hard punishment and its fittings may need drastic repairs or complete replacement. Propellers, shafts, stern bearings and stuffing boxes have taken a beating from heavy ice conditions and should receive attention beyond that which is customary.

Due to the additional work performed by the reverse gear in ice breaking, that part of the vessel's propulsion mechanism should be given a thorough overhauling. The linkage of reverse gear and throttle controls also warrants a check up for excessive wear.

Small Laid-Up Boats Require Special Attention

If the boat is a small one and has been laid up ashore all Winter, various problems will be encountered unless she has received a good deal of care. Of course snow and ice should have been removed from decks and cockpit before there was any noticeable accumulation, but probably was not. So the small boat, in particular, should have her deck, cockpit and deck structures carefully looked to for ice damage. Also, water may have trickled down into bilges and frozen in previously dried out seams, thereby causing plank, fastenings and caulking to be damaged to an extent that will require considerable labor and material to put in shape.

Due to the excessive snow, the owners of small laid-up boats have not been around to the boat yards as regularly as they should to check and ventilate their boats. Therefore, engines, stoves and all that sort of equipment have suffered from dampness more than is usual. Consequently, the boats should be excessively ventilated and dried out in the Spring. Also, as the heavy snows thaw, the ground will be exceedingly muddy and blocking under boats will settle further than ordinarily. Hence, poppets and keel blocking will need checking religiously for even tightness until the boat finally is launched.

The cold has caused more than normal condensation in engine crankcases and reverse gear housings of laid-up boats, so one should be careful in draining old oil. Make a thorough job of it; before putting in new oil swab out any water that might have accumulated. Gasoline tanks also may have suffered from undue condensation and should be checked thoroughly for water content. Gasoline lines as well may have contained water that has frozen and caused them to crack, so they likewise could stand a careful once-over.

All in all, whether afloat or ashore, fishing boats have suffered far more than usual. While one realizes that money is tighter than ever in the industry as a whole, the vessels cannot be allowed to deteriorate, for the cost of replacement is far greater than the cost of upkeep.

Florida Produces all the U. S. Sponges

Fleet Composed of Hooker Boats and Diver Boats

TARPON SPRINGS, FLA., home of the largest sponge market in the world, has one of the most picturesque atmospheres of any town on the Gulf of Mexico. Its fleet of approximately 75 varicolored diving boats and 100 smaller hooker boats, represents an industry which has grown and prospered in 43 years under enterprising Grecian divers who left their homeland in 1905. No stronger inducement was necessary to draw them to America than word of the lush sponge beds which flourished off Florida's west coast.

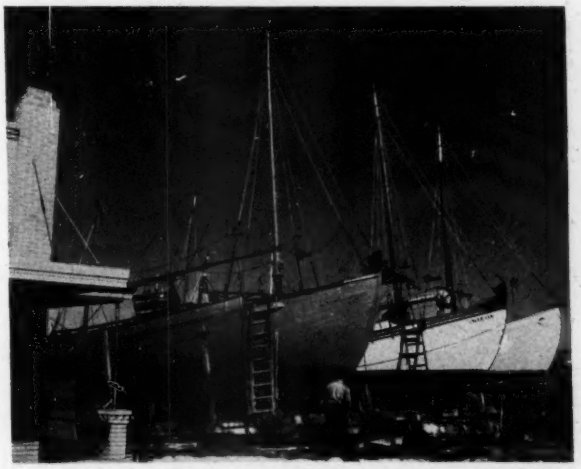
American sponge fisheries started about 1840, when a French sponge merchant, ship-wrecked in the Bahamas, noticed the quality of the native sponges and sent a shipment to Paris. How long the rich Gulf of Mexico sponge beds lay awaiting a harvester, nobody can guess. However, in 1849 New York received its first shipment of sponges from Key West, Fla. At that time sponges other than those from the Mediterranean were little known, and this first cargo from Key West narrowly missed being thrown away as worthless. Their ultimate sale established a market for the newly discovered product. As their quality became better known, the price improved, and an organized sponge fishery developed.

The living sponge is a colony of animals of a simple form closely related to protozoa. It lives on the bottom of the sea attached to rock, coral, and other hard objects and is covered with a well-defined skin pierced with many minute pores leading into cavities under the skin. The skeleton, a mesh of hard fibres, comprises the greater part of the body and actually is the sponge of commerce.

During the warmer part of the year, sponges produce eggs which are fertilized and developed within the body, then emerge as minute, oval-shaped larvae. After a short period of free-living in the sea, the larva settles to the bottom, attaches itself, and begins to grow. The original name of the product, in Greek, was Zoofiton, meaning half plant and half animal, from the doubt of the ancients as to which classification the sponge belonged.

Joining the growing number of Florida sponge harvesters, John K. Cheyney began to buy hooker boats in 1890 and send them out from Tarpon Springs. Then around the turn of the century, as an incident of the Spanish-American war, the small sponge fleet that berthed at Key West put into Tarpon Springs to dispose of their cargo, as they feared capture by Spanish warships said to be raiding their area. The sponge fishermen liked Tarpon Springs and remained there. However, there still is a big sponge market operating at Key West.

With market demand ever greater than supply, Cheyney, in 1905, proposed sending out diver boats. At the suggestion of John Corcoris, first Greek in Tarpon Springs, divers in Greece were contacted and asked to come to America.



Sponge boats of Tarpon Springs, Fla. hauled out for painting and repairs. The cross, barely discernible atop the mast on the boat in the foreground, is symbolic of the high place religion holds in the lives of the Grecian spongers. The design of these boats has undergone little change since plans were brought to Florida at the turn of the century when divers were imported from Greece and the Aegean Islands.

Eager to fish the rich Florida reefs, divers came from Greece, from the islands of Aegina, Khalkis, Kalymnos, and Symi. They brought their families, customs, prayers, dress, language, and above all their diving suits and plans for diving boats. Modelled after the old triremes, open-decked, double-enders with high curved bow, wide amidships and curved stern, new sponge boats soon were working Gulf waters. Today the brightly colored 25 to 45′ boats have a square stern and Diesel engines; otherwise they remain unchanged.

The entire sponge production of the United States is taken off the coast of Florida. In terms of value, the United States leads the world in sponge production, while Cuba supplies the greatest quantity. Sheepswool sponges constitute the greatest percentage of United States production in quantity and value.

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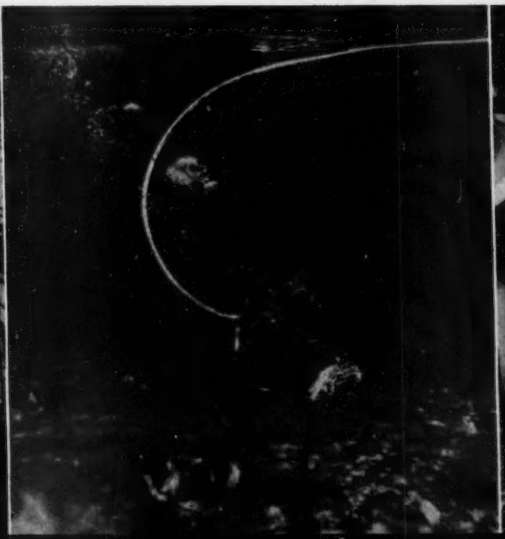

John Roac, left, a sponge fisherman for 33 years, teaching a youth how to repair a guard which is used to keep the propeller from interfering with the diver's air hose and lifeline. Center, diver John Golatas treads the ocean bottom in search of sponges. Right, buyers at the Sponge Exchange turn in their written bids for a lot of sponges to Exchange secretary Kathryn Edgar.

Seasonal Variations in Oyster Fattening

By Walter A. Chipman, Jr.*

MORE and more attention is being placed on the production of oysters with high quality meats. So often are we called into an area to investigate the failure of oysters to fatten properly and give a good yield that consideration must be given as to what is involved in this fattening process.

Oyster meats may be considered as being composed of water, carbohydrates, fats, proteins, and the mineral salts. In general, oysters are considered as a protein food, but large amounts of carbohydrates at times make them even more valuable as food. The importance of the mineral content must not be overlooked.

True fattening of oysters is reflected in a low water content and a high carbohydrate content. Changes in protein and fat are not of particular importance in fattening. This accumulation of carbohydrate reserve is almost entirely in the form of glycogen, or animal starch. It is to be regarded as a reserve material stored up for the carbohydrate needs of the organism, in this respect playing an analogous role to that of starch in plants. As the carbohydrate requirements of the organism vary, so does the quantity of glycogen present fall or rise. In case of need, it is apparently converted mainly into glucose, and ultimately undergoes complete hydrolysis and oxidation. Rise of temperature, increased functional activity and diminished food supply are the chief factors which may produce a reduction in the amount of glycogen present in the oyster.

An oyster lacking in all reserves gives the appearance of consisting merely of skin and water. This condition is approached after spawning, but there is usually rapid recovery. Failure of oysters to store reserve material again and to become as plump and firm as may be expected does not occur too frequently, but does to an extent that merits attention as to possible causes for this deficiency.

Although this article deals with seasonal changes in the fattening of oysters, it should be borne in mind that there is considerable variation in the fatness of individual oysters on an oyster bed, between oysters of different locations, both in the immediate vicinity and in widely separated areas, and among the same oysters at different times.

There is, of course, an important relation between the periods of spawning and the subsequent fattening, but the great variety of conditions for fattening said to occur within a short space in a given locality requires investigation. It seems probable that an adequate food supply for fattening is rarely absent from good oyster beds and that this factor has been overemphasized. While it is true that the period of active feeding must coincide with a good supply of food material in order for the oyster to store up food reserve, other factors, particularly those involved in the metabolism of the oyster, its anabolism or catabolism, and changes in these by outside forces, need more attention.

In the course of studies made throughout a number of years, rather extensive information has been collected on the chemical constituents of oysters from a number of localities, particularly of the glycogen content. Oysters have been analyzed from Long Island Sound, various localities in the Chesapeake Bay, particularly in the lower Chesapeake Bay, the Piankatank, York, and James Rivers, and a few samples from South Carolina, Texas, and other points. A number of these analyses were made on oysters known to be in poor condition from some cause, and, in some instances, the examinations were not made a sufficient number of times throughout the year to give evidence of any seasonal change, since the experiments were designed to fit other purposes. However, considerable material has been collected from certain beds over sufficient times to warrant analysis as to changes in fatness through the different seasons of the year.

The samples of oysters were opened and, after the shell liquor was discarded, the meats were drained of excess moisture, and ground to a fine state. Samples of the meats were dried for determination of the total solid content, and other samples analyzed for glycogen, using the usual method of digestion with hot alkali, precipitation of the glycogen with alcohol and purification of this precipitate, and, after conversion to sugar, measuring of sugar content of the sample by an accurate titration method.

The results show that the accumulation of glycogen in the oysters follows a definite seasonal pattern, as has been pointed out many times in the work of investigators for many years past. There is a period of very low glycogen in the late Summer, which is followed by an increased storage of glycogen in the Fall and early Winter until the time of hibernation. The period of high glycogen is followed by a sharp decrease in the Spring as the oysters resume their activity and spawn, reaching a low glycogen reserve again after spawning.

The curves of glycogen content of oysters collected from various localities are of the same pattern, but differ quantitively. The oysters from Long Island Sound appear to build up gly-

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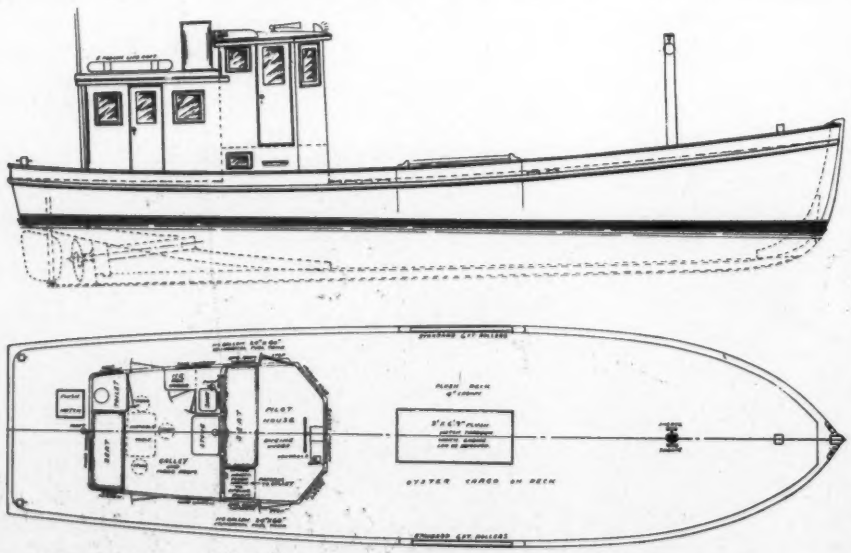
* An edited presentation of an address delivered at the 1947 Annual Oyster Convention by Mr. Chipman, Fish and Wildlife Service biologist.



Outboard and deck plans of 50′ oyster dredge designed by William J. Deed.

50′ Oyster Dredge

Designed for Delaware Bay Shipbuilding Co., Leesburg, N. J., by naval architect Wm. J. Deed, this 50′ x 13′ x 4′ round bottom oyster dredge is especially adaptable to Delaware Bay work with standard dredging equipment. The arrangement provides a very large deck area. A 140 hp. reduction gear gasoline engine or comparable Diesel is recommended. Abreast of the engine will be two 110 gal. fuel tanks.

Of substantial construction without waste of lumber, she has a 6″ stern, 8 x 8 main keel, 2 x 12 inner keel between frames to back up the garboard, 1½ planking, 1¼ decking and 2 x 2½ oak frames laid flat on 12″ centers. Floor timbers are 1¾; clamps, 1¾ x 5, shelf 1¾ x 4; deck beams 4 x 4 and 2 x 4.

65-Ft. Dragger "Vagabond" Built by Its Operators

The latest addition to the Connecticut dragger fleet is the 64′ *Vagabond*, owned by Capt. Irving R. Allyn of West Mystic, Conn. A very fast vessel, she hails from New London and has been taking out fish at Stonington. Leonard M. Allyn and Walter L. Allyn, sons of the owner, are captain and mate respectively.

Built by the three Allyns, the new dragger is ruggedly constructed, is exceptionally deep and has considerable sheer. She is the third boat designed and built by the owner, the others having been the *Mary A.* of Stonington and the ill-fated *Alba*.

The *Vagabond* has a 16′6″ beam, a 10′ draft, and a fish hold capacity of 75,000 pounds. Accommodations are provided for 6 men in the fo'c's'le and 2 in the after cabin.

Construction specifications show the use of double 2 x 4 steam bent oak frames, 4 x 6 deck beams, 6 x 8 clamps, 6 x 6 bilge stringers, 12 x 12 keel, 6 x 18 main keelson, 9 x 9 sister keelsons and 12 x 18 stern post. The vessel is planked with 2⅜ long leaf yellow pine and decked with 2⅜ fir, while ceiling is 2″ cedar. There are 3 x 12 floor timbers at every frame.

The *Vagabond* is powered by an 8 cylinder, 265 hp. Hendy Diesel with 2:1 reduction gear, sold by J. H. Westerbeke Corp. The Twin Disc front power take-off for driving the Model 1335-40 Hathaway winch has a special support bolted to the sister keelson for counterbalancing any excessive strain.

The engine is fitted with a Bendix Scintilla unit injector fuel system, Alnor pyrometers, Quincy air compressor, 1½ kw. Leece-Neville generator and Burgess exhaust snubber. It swings a 50 x 36 Federal propeller on a 4½″ Hathaway bronze shaft, giving the vessel a speed of better than 11 knots. The engine is said to turn the wheel at full rated speed with a pyrometer temperature of 600.

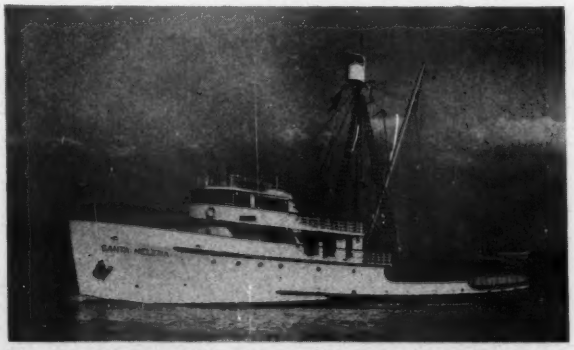
Navigating equipment comprises a Kaar direction finder, Bendix depth recorder and Hudson American radiotelephone furnished by Aero-Marine Radio Laboratory, and a Kelvin-White compass. The dragger is equipped with Edson deck pump, Marine Products wash down pump, Shipmate galley range, Danforth 75 pound anchor and Whitlock cordage.

Stonington Fish Auctions Resumed

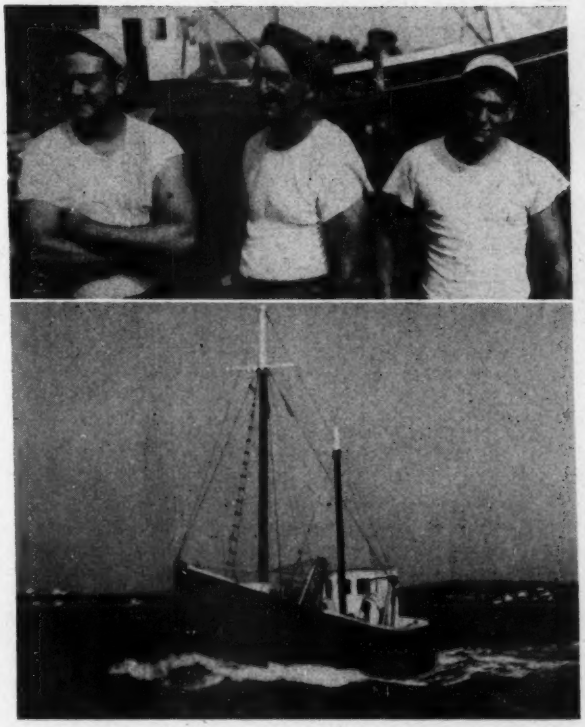
Fish auctions at Stonington, which were temporarily discontinued following the first such sale, were resumed on January 25 after New York fish houses had appointed several local buyers. The quantity of fish being brought in locally did not warrant the New York houses maintaining buyers at the port through the week, and the auctions were discontinued pending the appointment of the local men.

Another change in the rules affecting payment for the fish has been made. Payment will be made from the point to which fish is shipped on the day the fish arrives. Buyers or their agents will be at liberty to check quality, size and weights of fish before shipment, if they so desire.

The auctions will take place as before at the Bindloss dock in Stonington, and will be held every day preceding business days in the Fulton Fish Market in New York. Bidding will commence at 9:30 a.m., and will close at 10 a.m.



The all-steel 135′ California tuna clipper "Santa Helena" built by Avondale Marine Ways, Inc., Westwego, La.



Left to right, Capt. Leonard M. Allyn, skipper; Capt. Irving R. Allyn, owner; Walter L. Allyn, mate; and their new 65′ dragger "Vagabond" of Mystic, Conn.

Louisiana Yard Completes Largest Tuna Clipper

The 135′ all-steel *Santa Helena*, said to be the largest purse seine tuna vessel, left New Orleans for the Pacific Coast on her maiden voyage following engine tests and trial runs late in January. Built by Avondale Marine Ways, Inc. of Westwego, La., she is owned by her skipper, Capt. Andrew Zamberlin, a member of the Fisherman's Cooperative Association of San Pedro, Calif. and The Van Camp Seafood Co., Inc. She is the fifth vessel which Avondale has built for the Pacific tuna fleet, and was designed by G. Bruce Newby, California naval architect.

Termed a "luxury cargo yacht", the new clipper has a beam of 30′ and a draft of 14′. She is expected to have a decided effect on the trend in future fishing craft. Living accommodations are spacious and luxurious throughout with all woodwork, doors, tables, bunks, etc. made of highly polished mahogany. The dining salon and galley equipment are the last word in refinement and convenience. The refrigeration plant and holds are capable of carrying a three months' supply of provisions.

Latest navigational and electronic devices include a Sperry Mark XIV Gyrocompass with three repeaters, a Submarine Signal Co. Fathometer and Hallicrafters combination radiotelephone and transmitter and radio receiver. The fishing net is over 4800′ long, has a depth of 250′ and weighs 30 tons, and is valued at over $50,000.

The main engine on the *Santa Helena* is an 8-cylinder, 16 x 20 direct reversible Enterprise Diesel, rated 1050 hp. at 325 rpm., directly connected to a 4-blade 82½ x 57 propeller. Her cruising range is 10,000 miles.

The refrigeration machinery consists of five model 9-A, 2 cylinders, 6¼″ x 6¼″ and one model 6-B, 2 cylinders, 3½″ x 3½″ Baker ammonia compressors. The two stage, 2 cylinder air compressors are driven by 7½ hp. motors. The brine circulating pumps are 4″ x 5″ centrifugal suction type, driven by 5 hp. motors. The refrigeration tanks contain 13,190 feet of 1¼″ galvanized coils. The entire refrigeration plant is capable of refrigerating 360 tons of tuna fish.

Maine Lobstermen Protest Dragger Encroachment

Sea and Shore Fisheries Commissioner Richard Reed announced recently that he would consider declaring a state of emergency to restrict lobster dragging operations within a mile and a half of Maine shores. The Commissioner's announcement was made after he had heard evidence at hearings conducted at Lubec and Cutler on January 20 that draggers operating off the eastern Maine coast are destroying thousands of pounds of lobsters and netting them at a rate which will not only lower the price but will exhaust the crustaceans if not checked.

Commissioner Reed advised lobstermen to seek legislation which would increase the limit for dragging to three miles offshore, a law now in effect in Massachusetts and Canada. It was revealed that dragging now is being carried on from Machias Bay to Quoddy Head with power boats operating in 8 to 10 fathoms of water.

Chief speaker for the lobstermen at the Lubec hearing was Harold Erquhart, who fishes about 100 traps. He reported that dragging for lobsters started last November, with the draggers fishing offshore days and dragging the lobster grounds after dark.

When asked why the draggers started taking lobsters, Erquhart stated that evidently fishing slackened off outside and the boats started running in on the lobster grounds. He declared that the draggers come in from other ports and in a few hours catch as many lobsters as 100 lobstermen would in a week.

The worst feature in dragging for lobsters is the destruction, according to Erquhart. He asserted that 2,000 lbs. out of every 3,000 are crushed by the draggers, and that the number of lobsters hauled in battered up runs to about 60 in every 100.

Scallop Landings Show Big Gain

Total Maine landings of fish and shellfish during 1947 amounted to 181,433,269 lbs. valued at $12,385,770, and showed a decrease from the preceding year of ten million lbs. in production and a loss in revenue of one and one-half million dollars.

The most notable gain for any species was made in scallop landings, with a total of 507,000 lbs. worth $257,000. This was the first year in more than a decade that scallop poundage reached the half-million mark. Other increases were noted in haddock, herring and sea moss landings.

Although major groundfish landings fell off considerably in 1947, with rosefish, cod, hake, pollock and flounder the principal losers, the decrease in clam and lobster production for the year accounted for the bulk of the shrinkage in fishermen's earnings.

Lobster landings were down a half-million lbs. from 1946, with a drop in income of $370,000. Clam production totalled 7,186,325 lbs. worth $1,496,642, a decline of nearly two million lbs. and $300,000 from corresponding figures in 1946.

"David A." Is Rockland Highliner

The highline Rockland fishing dragger for the year 1947 was the *David A.*, which was alternately skippered by Carl Reed and Carl Reed, Jr. of Owls Head, and landed a total of 2,263,000 lbs. of redfish and groundfish. Other highline boats, listed in order of their total landings without regard for the size of the vessels, were as follows, *Flo, Little Growler, Eugene H., Helen Mae II, Ethel C., Katherine & Mary, Aloha, Elin B.*, and *Althea Joyce.*

The vessels which have a capacity of under 65,000 lbs. were led by the *Iva M.*, with 1,189,000 lbs.; followed by the *Dora-Peter*, with 1,065,739 lbs.; and the *Isaac Fass*, with 649,000 lbs.

Total landings at Rockland for the year were 50,522,523 lbs. of redfish, groundfish, herring and lobsters. The redfish and groundfish take accounted for 29,236,913 lbs. of the total, with herring landings of 17,563,480 lbs. and the lobster yield of 3,722,130 lbs. making up the remainder. All figures are gross landings in the case of redfish and groundfish.

Scallops, which are included in the total fish production for the year, were landed in the largest volume by the *Muskegon*, Capt. Arthur Bain, which brought in 127,558 lbs. of the shellfish. Runner-ups were the *Bright Star*, which landed 64,942 lbs., and the *Bettina*, which brought a total of 37,013 lbs. to port.

Canned Tuna Well Received

A consumer sampling poll of Maine housewives indicates enthusiastic acceptance of the State's first canned tuna, which was packed recently by Bath Canning Co. of Bath. While the bluefin tuna was packed in soybean oil, peanut oil, and brine and olive oil, in both solid and flaked form, the flaked fish in soybean oil was believed to have the best possibilities.

M. F. Mitchell, manager of the Bath Canning Co. factory, Bath, Me.

It is thought that the development of a tuna canning industry will be of great value to Maine fishermen. Last year 380,000 pounds of tuna were taken along the coast and the annual catch has gone as high as 500,000 lbs. The Bath plant is near Maine's two largest tuna catching centers, West Point and Bailey Island.

Sardine Herring Price Up

In an effort to assure a raw fish supply for their factories, half a dozen new operators in Maine have started contracting for sardine herring at $25 per hogshead, an increase of 40% over the price paid last season. However, in spite of the higher price for fish and other increased costs, the old-line packers are determined to hold the market at $10 per case of keyless oils, feeling that a higher price than this would hurt consumption. As the result of a late Summer rush of fish, last season's pack wound up at between 2,700,000 and 2,900,000 cases, which was one of the largest on record.

Develop Lobster Tank for Inland Use

Two Bowdoin College students, Drew Jennings of Wayne, Me. and Woodbridge Brown of Montclair, N. J., have developed a salt-water storage tank which can be used at any distance from the sea and in which it is claimed lobsters will keep in good condition for several weeks by feeding on the plankton or microscopic plants found in the water. The tank, which is about 4' wide and 10' in length, has a capacity of 100 lobsters, and is divided into compartments, one for lobster storage and the other for the filtration and refrigeration devices.

Oxygen is fed into the salt water by a compressor and refrigeration keeps the water at a constant temperature of 38 degrees, which retards the growth of harmful bacteria. The circulation system forces the water through the filter, which takes out any remaining bacteria as well as waste from the lobsters. As the water in the tank evaporates, distilled water is added to maintain the same salt content as that of sea water. With this process the salt water has to be changed only once every three months.

Jennings and Brown, who operate the Ocean Fresh Lobster

Lobsterman's wharf piled high with traps at Bailey Island, Me.

Sebasco Fishermen Freezing Whole Fish and Lobsters

A new fishery enterprise, the Sebasco Fishermen's Association, Inc., recently went into full production at Sebasco, Maine with a new method of handling fish and lobsters for quick frozen output.

About a year ago Philip Jacob, a former resident of Pennsylvania, along with seven fishermen, formed the Association for the purpose of constructing a large fish processing and freezing plant. The ground for the structure was broken last April and more than 75% of the construction was done by the fishermen and local help. The plant was finished in October at a cost of about $50,000.

Jacob, who found that a fish fresh from the sea had no distasteful odor during the cooking process, set out to locate some method by which the salt water fresh fish would retain all its fine qualities even though it was many hours from its native waters.

Jacob started his first tests by going out with local fishermen, filleting the catch as soon as it came over the rail and then packing the meat in ice. Coming ashore the same day he packed the fillets in pound packages and froze them in a domestic size deep freezer. Over a period of time he processed many species of fish from mackerel to cod. The finished product was shipped in 25-pound lots to outlets in Pennsylvania, New Jersey and some of it was sold locally. Very favorable reactions began to pour in from the consumers and within a short time the demand exceeded the supply. The facts of the case were that the fish retained almost all of its initial fine flavor by being processed and frozen as soon as it stopped flipping its fins.

All of this was over a year ago, and with the initial success of the project it did not take much selling to convince the local fishermen that here was a top grade outlet for their catches.

When in full operation the plant employs about 20 persons in the preparation and freezing of fish, and handles the catch of 7 boats. The storage chamber has a capacity of about 200,000 pounds of finished products and the cold blast unit can handle about 6,000 pounds daily.

To date the Association has frozen haddock, hake and flounder in fillets; mackerel, whiting, whole haddock, cod and cusk prepared and ready for the oven and now experimental lots of clams, mussels and quohogs are being processed.

Officers of the Sebasco Fishermen's Assn. shown with fresh frozen lobsters, haddock and hake fillets and whole frozen baking fish. Left to right, Lafayette Wallace, vice-president; Philip Jacob, treasurer; Victor Wallace, director; Charles Koehling; Winfield Wallace, secretary. Everett Wallace, president of the Association is not shown in the photo.

The freezing of whole fish is said to be a new development, and fish used for this pack are thoroughly cleaned and scaled and have their heads, tails and fins removed. All fish are packed the same day they are caught.

The outstanding triumph of the concern is the successful freezing of whole lobsters. The lobsters come direct from the fishermen and by a special process are frozen so that it is hard to tell even after several months storage that the shellfish are not fresh from the coastal waters. The lobsters retain their fresh meat texture and shell color and are uncooked. Five one-pound lobsters are packed in cellophane-wrapped cartons. The Association is using Sebasco as the trade name, and on each carton is "Deep Sea to Deep Freeze within a Day".

Co. during the Summer and ship lobsters by air to various points invented the tank as a means of keeping their business going regardless of weather and seasonal conditions.

New Murphy, Hudson American Distributors

Harbor Supply Oil Co., Inc., Portland, Me., has been made exclusive State of Maine distributor for Murphy Diesel marine engines and marine auxiliaries. A complete parts stock will be carried, and maintenance and repair service will be provided by experienced Diesel mechanics. The company has a well equipped shop with ample floor space, and good docking facilities.

Sargent, Lord & Co. has been appointed State of Maine distributor for Hudson American radiotelephones and direction finders, and will maintain complete parts and service facilities under the direction of a licensed radio engineer.

Five Boats Under Construction

Bristol Yacht Building Co., South Bristol, Me., is building a 65′ twin screw sardine carrier for Green Island Packing Co. of Rockland. The vessel will be equipped with two 225 hp. Gray Diesels with 1½:1 reduction gears.

The yard is building a 60′ seiner for Capt. Manville Davis of Monhegan, which will be powered by an NHMS-175 hp. Cummins Diesel with 3:1 Twin Disc reduction gear.

R. B. McFadden of Lubec, Me., is having a 44′ sardine carrier built, which will be powered by a D4400, 43 hp. Caterpillar Diesel with 3:1 Snow-Nabstedt reduction gear, sold by Southworth Machine Co.

Camden Shipbuilding & Marine Railway Co., Camden, is building a 32′ x 10′8″ x 3′8″ lobster boat from a new model by the yard for Roy Ames of Vinalhaven. She will be equipped with a 106 hp. Lathrop LDH6 gasoline engine and Fathometer, Jr. An 18′ lobster boat, to be powered with an 18 hp. Gray Light 4 engine, is being built for Henry Manning of Camden.

National Fisheries Will Hold Convention in San Francisco

The enthusiastic response from all sections of the country indicates that four of San Francisco's leading hotels—the Fairmont (Convention headquarters) the Mark Hopkins, the St. Francis and the Sir Francis Drake will be filled to overflowing with National Fisheries Institute delegates, their wives and families, on April 7, 8 and 9, the dates for the annual NFI convention. Facilities now are available only in the Sir Francis Drake and St. Francis.

Arrangements have been made for a special train from Chicago, and requests for space on this Convention scenic special have been received in such number that consideration may have to be given to a second train. The special train will leave Chicago March 31, and return April 16.

E. M. Concannon of Walkers Fulton Fish Company, 225 North Union Ave., Chicago 4, Ill., is handling arrangements for the special train, the itinerary of which includes the American Rockies, Glacier National Park, Cascade Range, Puget Sound, Seattle, Portland, Columbia River Highway, Bonneville Dam, Mt. Shasta, San Francisco, Los Angeles, Hollywood, Walteria, Santa Monica, Beverly Hills, and Grand Canyon, Arizona. Stopover points are Seattle, Portland, Los Angeles and Grand Canyon.

The fun and frolic activities of the Convention will be in the hands of the San Francisco host committee, under the chairmanship of Lionel Shatz of A. Paladini, Inc. Included in the entertainment features will be a ladies' tea and fashion show.

On the business side, Mal Xavier, manager of NFI's Western headquarters, Room 204, 210 California St., San Francisco 11, reports that plans are well advanced for a complete program of panel discussions, talks by top men in both the industry and the Government, and round-table exchange of information covering every phase of the business.

Maryland-Virginia Group Asks For Chesapeake Authority

The "war" which has been waged intermittently between Maryland and Virginia since before the Revolution over Chesapeake Bay fishing rights and oystering in the Potomac River would end in a draw under a plan advanced January 2 by the Chesapeake-Potomac Commission. The Commission, in a report sent to the Governors of the two States, recommended the establishment of a "Maryland-Virginia Chesapeake Authority", to be composed of representatives of both States and to be given full power to control fishing and crabbing in the Chesapeake Bay and all its tributaries and oyster production in the Potomac River. The two States would share the cost of maintaining the Authority.

The body would be set up under a revision of the compact of 1785, would be composed of 7 members and would be given the specific power by joint legislative action to do the following: make crabbing regulations; manage Potomac River oyster taking; fix seasons; issue licenses; regulate size of gear and length of nets; open and close areas; carry on shell and seed plantings by direct appropriations from the two States; and pass any other rules and regulations deemed necessary to increase supply and production. The Commission did not make conservation recommendations in detail except that the opening date for the taking of oysters in the Potomac be moved from September 15 to October 15.

The Commission was agreed that each State should retain complete jurisdiction over oystering in its own area, with the exception of the Potomac. The 7 members of the Authority would include three members appointed by the Virginia Governor, one to be the Commissioner of Fisheries of the State; three appointed by the Maryland Governor, one to be the chairman of the Maryland Department of Tidewater Fisheries; with the seventh to be nominated jointly.

Governor Lane of Maryland is reported to have pledged his support to the Commission's recommendation for setting up the Authority, and Governor Tuck of Virginia has approved and has promised to recommend to the Virginia General Assembly favorable consideration of the part of the Commission's recommendations which affect the Potomac River. However, he is reported to feel that insufficient safeguards are provided for Virginia regarding the Chesapeake Bay.

A large number of pound net fishermen, principally from Lancaster and Northumberland Counties, met during the week of January 19 for the purpose of organizing against the proposed establishment of a Maryland-Virginia Chesapeake Authority to control the fishing and crabbing industry in the Chesapeake Bay and the oyster industry of the Potomac. The pound netters' move was reported to indicate gathering opposition, expected to be stronger in Virginia than in Maryland, against establishment of the joint Authority.

E. O. Fitchett of Palmer, who was elected temporary chairman of the group, said the fishermen opposed the Authority on grounds that it would add to Government regulation and because it "would mean the transferring of authority from the present Virginia Commission of Fisheries to a group wholly unknown to us". Robert K. Whaley of White Stone was elected temporary secretary of the group, to be known as the Virginia Pound Net Fishermen's Association.

Tagged Crabs Released in Bay

On January 15 and 16, approximately 250 adult male and female blue crabs, each bearing a red celluloid tag, were released at various points in the south half of the Chesapeake Bay by staff members of the Chesapeake Biological Laboratory, Solomons Island, Md. and the Virginia Fisheries Laboratory, Yorktown, Va. The tagging experiment is the first of a series planned to provide more information on the extent and direction of migration and the abundance of the crab in various seasons in all parts of the Bay.

Crabbers finding one of the tagged crabs will receive a $1.00 reward if they send the tag and information as to where and when caught to the U. S. Fish and Wildlife Service, Washington 25, D. C.

Good Demand for Small Oysters

The oyster business slowed down after the Christmas Holidays, but all the oyster plants are still in operation and will continue to be until the shad and herring season opens on March 1 in the Maryland waters of the Chesapeake. The dredgers, tongers and runboats have had a good season. Oysters have been scarce, but they brought high prices, selling for from $2.50 to $3.50 a bushel in the shell. There has been a good demand for small oysters, due to the fact that they are less expensive.

Bradshaw Operating Plant on Smiths Island

Harvey Bradshaw of Crisfield recently erected and now has in operation a seafood packing plant on Smiths Island. The plant is furnished with the most up-to-date equipment, including ice machinery, freezing facilities and electric plant.

Smiths Island is located in the best oyster and crab area in the Chesapeake Bay. There are about 5 dredgers, besides a large number of hand scrapers and tongers, on the Island.

Seeks Change in Seed Oyster Law

F. Lee Ford, Newport News attorney, who has been active with Beecher E. Stallard of Richmond in attempting to have the Virginia Fisheries Commission's ruling against the out-of-State sale of seed oysters reversed in the courts, charged before a hearing held by that body on January 27 that section 3218 of the fisheries laws, under which the Commission acted, is discriminatory in favor of the planters. He questioned the possibility of price-fixing, and asked the abolition of the section.

Ford contended that the section is objectionable on the following grounds: that it imposes a 2c a bushel tax on seed oysters for transportation out of State, which is a direct tax on interstate commerce and therefore unconstitutional; that the law "does not give those dealing in seed oysters equal protection as guaranteed by our State and Federal Constitution and "permits discrimination between people of the same class"; and that since seed oysters may be tonged for sale within Virginia, the statute does not affect conservation.

Several resolutions passed by the Seafood Workers Union, Local No. 265, AFL, were handed to the Commission at the meeting by Central Labor Union representatives. The resolutions asked that the original Baylor survey be reopened to include all the natural rock shoals and beds within the Commonwealth of Virginia; that for the purposes of conservation only hand tonging be permitted in the Tidewater areas of Virginia, and that those oysters growing in deep-water areas where it is impossible to carry out natural tonging operations be used for spawning purposes; that an advisory panel be set up by the Commission, to comprise all phases of the seafood industry—fishing, oystering, crabbing and clamming—as well as a representative of labor, to advise, consult, draw up and enact legislative matter to protect people engaged in the seafood industry; and that a uniform tax be levied against all oysters taken from the natural bed shoals and rocks within the Commonwealth of Virginia, to help defray the expenses of the Commission of Fisheries.

James Bland Martin, former member of the House of Delegates from Gloucester County, has been appointed to the State Fisheries Commission to succeed Delegate Paul Crockett of Yorktown, who recently resigned.

Norfolk Area Landings

Landings in the Norfolk area during January reached a total of 3,084,000 lbs., against 1,669,000 lbs. in the previous month, and 2,477,000 lbs. in January, 1947. Sea bass was the top variety, with landings of 780,000 lbs., while croaker was second, with 654,000 lbs., and scup third, with 443,000 lbs. All the landings were from draggers.

Tangier Oyster Fleet Icebound

During the last two weeks in January, the Tangier oyster fleet was icebound in Tangier Harbor. Some of the vessels had oysters aboard, and were waiting for the weather to clear and the ice to break up so that they could put out for Crisfield, Md. to sell the bivalves.

The crews of the oyster boats went out on the mud bars which are numerous around Tangier Island looking for soft shell clams. According to reports, they made big hauls. Capt. Peter Crockett dug 3 bushels out of the mud on Whaley Point Bar, which he sold shucked for 75c a quart.

Before the freeze, Tangier dredgers were doing well in the mouth of Onancock Creek, on the eastern shore of Virginia. They were taking a few oysters, 3 or 4 bushels a day, which they sold for as much as $3.00 a bushel, as well as large numbers of crabs. Capt. Harry Dize took 10 barrels of hard crabs in one day, and sold them for $7.00 a barrel.

N. C. Production in Carteret Valued at $2,366,686

The take of food fish and shellfish in Carteret County during 1947 was valued at $2,366,686, according to figures released recently by the North Carolina Commercial Fisheries Department.

The catch included 1,519,433 lbs. of shrimp (headed), worth $759,717; 9,370,000 lbs. of fin fish, worth $1,405,500; 34,133 tubs of oysters, worth $59,733; 29,421 bushels of clams, worth $58,842; 2,245 gallons of scallops, worth $8,980; 20,619 dozen soft crabs, worth $41,238; and 816,900 lbs. of hard crabs, worth $32,676.

Atlantic led all the coastal towns in the County and State with a catch of 4 million pounds of fin fish. Beaufort stood second in the County with a catch of three million, and Morehead City was third, with two million.

Ask Changes in Laws

A delegation of Pamlico County fishermen, headed by E. H. Holton of Vandemere, appeared before the State Board of Conservation and Development at a meeting held the week of January 26 in Raleigh, and asked the Board to suspend permanently the closed shrimping season in inland waters, and requested that shrimping be permitted at night, which is contrary to present regulations.

It also was requested that the oyster season be extended 30 days to April 30, and that commercial fishermen be allowed to sell sturgeon caught in off-shore trawling operations. The requests were referred to the Commercial Fisheries Division of the Board.

Fisheries law No. 167, which pertains to commercial waters, was amended at the meeting, and now provides that it shall be unlawful to take or catch fish in Albemarle Sound inside of newly designated boundaries.

"Charlie Mason", "Gifford" Lost

Efforts to float the 120′ menhaden boat *Charlie Mason*, owned by the Fish Meal Co., Beaufort and skippered by Capt. Wiley Lewis, were given up early in January, and salvage crews started operations on the vessel. The craft went aground on Ocracoke Island when a net became fouled in her propeller. Through salvage, the owners hope to recover part of the vessel's value, which nears the $100,000 mark.

One member of the 22-man crew, Payton Young of Tappahannock, Va., died as the result of a heart attack, but the other crew members escaped safely. At the time she was cast up on the beach, the menhaden boat had a catch of 300,000 fish in her hold, all of which had to be thrown overboard.

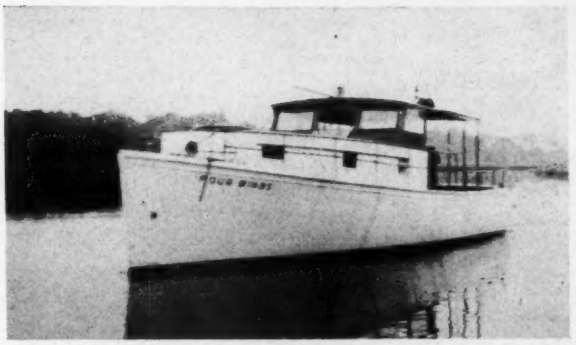
Fire of unknown origin originating in the crew's quarters completely destroyed the menhaden boat *Gifford*, owned by the Brunswick Navigation Co. of Southport, on January 11.

Scalloping Revived in Carteret Waters

For the first time in years, fishermen along the Carteret County coast have been taking scallops in marketable quantities. In a recent week 1,000 gallons were sold by Harkers Island fishermen at $4 a gallon. Favorable reports on scallop fishing also have been received from Davis, Stacy, Sealevel and Atlantic fishermen.

The scallop industry, once the most profitable in the County, collapsed when a certain type of sea grass disappeared from the section a number of years ago.

The 50′ gillnetter "Marion E" owned by Capt. James Slaughter of Bowers, Del. She is powered by a 120 hp. Packard gasoline engine using Gulf lube oil, Willard batteries and a Michigan propeller.



Out of Hubert, N. C., Paul Russell's 39′ fisherman "Four Winds". She is equipped with a 100 hp. Lathrop gasoline engine, Columbian propeller and Columbian rope.

Two Boats Freed by Coast Guard

The 68′ fishing vessel *Marietta* was towed to the Oregon Inlet Coast Guard station on January 12 after going ashore while trying to make harbor, on the north point of Oregon Inlet. The craft sprang a leak as a result of pounding on the shoals, but with the aid of pumps at the Coast Guard station it was managed to keep her afloat. The vessel is owned by C. T. Cropper of Ocean City, Md., and is skippered by Emil Martin.

The 150′ *Falcon*, which went aground at Ocracoke on January 23, was floated two days later by Coast Guard boats. The craft, which is a former mine sweeper and is owned by Roland Styron of Hobucken, was en route to her home port with a cargo of 10,000 lbs. of food fish when the accident occurred. The vessel was changed over to fishing at Barbour Boat Works, New Bern, and has been in service only a few weeks.

Dr. Prytherch Buys Oyster Experiment Farm

The North River oyster experiment farm in Beaufort, which recently was abandoned by the Government, has been sold by the North Carolina Department of Conservation and Development to Dr. Herbert F. Prytherch. The oyster farm was set up in 1941 under the direction of Dr. Prytherch, and experiments there have been supervised by him.

Machine and Supply Awarded GM Franchise

Machine and Supply Co., Beaufort, has been awarded the franchise for General Motors marine Diesels in North Carolina. Owners and operators of the Company are Robert Slater and William Ipock of Beaufort. Dealers in marine supplies, Chrysler marine engines and marine hardware and fittings of all types, the partners hope eventually to carry a complete stock in all marine lines.

Mr. Ipock came to Morehead City to open Machine and Supply Co. in 1943. Prior to his arrival he had worked on marine and mill machines at Craven Foundry and Machine Co., New Bern.

Slater, recognized as a good marine trouble-shooter, is a graduate of the General Motors Diesel school and a member of several chemical societies.

South Carolina Shrimp Fleet Is Larger

The South Carolina Board of Fisheries recently reported that the number of shrimp trawlers operated in State waters during the 1946-47 season showed an increase of more than 100 over the 254 boats operated during the 1945-46 season. Last year's total catch was 5,909,568 lbs., an increase of nearly 900,000 lbs. over the previous season.

Great Lakes Whitefish Catch Shows Big Gain

Michigan's whitefish production was estimated at 7,000,000 lbs. in 1947. Since the beginning of records in 1912, this catch has been exceeded only in 1930, 1931 and 1932, when the now restricted "deep sub" trap nets were in use and about 8,000,000 lbs. a year were taken. Since 1932, the whitefish catch has averaged about 2,000,000 lbs., according to Conservation Department records.

Production of whitefish showed an outstanding gain in Lake Michigan and Lake Huron. Chubs, too, showed a noticeable increase in both of these Lakes.

The commercial lake trout catch, which has averaged about 5,500,000 lbs. since 1912, went to a low of about 3,000,000 lbs. in 1947. The catch of yellow pike perch in the Spring in Saginaw Bay, and the take of herring in the Fall in Lake Superior also took a decline.

Trout Staging Comeback in Green Bay

For several years, lake trout have been nearly extinct in Green Bay waters, but reports of numbers of 2-pounders migrating in this area have caused fishermen to express the opinion that the fish are staging a comeback. Escanaba fishermen report having seen numbers of small trout on the flats off Ford River, and one fisherman took some weighing 2 lbs. The Michigan Conservation Department has reported that young trout recently were sighted in large numbers in central Lake Huron.

Fisheries Association Elects Officers

A general meeting of the Great Lakes Fisheries Association was held at Chicago, Ill. on January 18, and the following officers were unanimously elected to serve for the biennium beginning on that day: president, John R. Schacht, Philadelphia, Pa.; first vice-president, Claude Ver Duin, Grand Haven, Mich.; second vice-president, Everett LaFond, Two Rivers, Wis.; directors, A. R. Adair, Munising, Mich., Henry W. Smith, Waukegan, Ill., Edward C. Lay, Sandusky, O., Lester Kishman, Vermilion, O., and the Messrs. Ver Duin, LaFond and Schacht. Mr. Schacht is chairman of the directors.

A resolution was unanimously adopted at the meeting that the Great Lakes Fisheries Association go on record as being opposed to the ratification of the proposed International Treaty, with the Dominion of Canada, for the control by International Commission of commercial fisheries of the Great Lakes.

Windstorm Causes Big Losses

Equipment and earnings losses which will run into thousands of dollars were sustained by commercial fishermen of Oconto, Pensaukee and Suamico, Wis. as the result of a windstorm on January 11 which broke up the ice on Green Bay. The value of lost nets and other equipment was estimated at more than $60,000, and fishermen said they would be lucky if 50 per cent could be retrieved when they are able to get out on the Bay again.

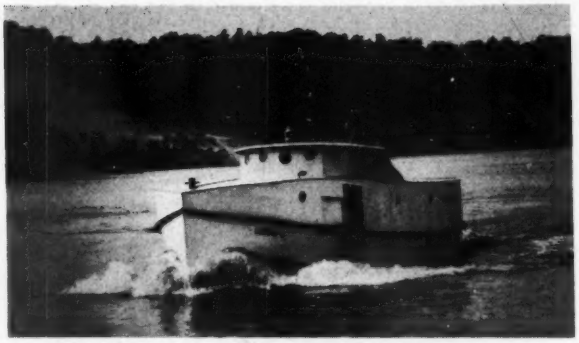
The greatest loss was suffered by the 50 fishermen working out of Pensaukee. There alone about 3,000 nets were lost. Fishermen of the port had set most of their nets out from Suamico, where the whitefish and sucker runs were nearly at their best.

The 35 fishing crews at Oconto were more fortunate, losing about 100 nets. With the nets went fish which were being held for marketing, and about 10 or 12 lifting shanties. Fortunately, most pound nets had not been put out, and all of the nets lost by Oconto fishermen and all but two of those lost at Pensaukee were gill nets, which vary in cost from $8 to $15 each. The two pound nets which were lost were owned by Fred and Albert Topel, and were valued at between $600 and $1000 each. It was expected that it would take two or three weeks to replace the nets, by which time a good part of the season would be over.

Escanaba Fishermen Begin Winter Operations

Despite the thin ice south of Sand Point in the Escanaba, Mich. area, commercial fishermen began Winter operations about the middle of January. On the first day out three fishermen returned with about 800 lbs. of smelt, and larger takes were made on subsequent days, with much of the yield going to the Hansen & Jensen Fish Co. at Escanaba. The presence of smelt in considerable numbers in Little Bay de Noc north of Sand Point forecasts good fishing for this Winter and excellent netting at the spawning run next Spring.

Because of thin ice, only a few whitefish catches have been made recently from the ice shelf. However, full operations through the ice were expected to be underway by the latter part of January. Suckers, smelt and yellow perch make up the list of fish being taken in the region.



The 46′ V-bottom tug "George F" owned by Capt. George Ver Duin of Grand Haven, Mich. She is powered by a 115 hp. D13000 Caterpillar Diesel. Below, Capt. Ver Duin emerges from the pilothouse hatch which is built into the aft pitch rather than the top.

Munising Fishermen Bobbing for Trout

Munising, Mich. fishermen were bobbing for lake trout during January, a type of fishing peculiar to Lake Superior offshore waters. The trout run about 5 lbs. in weight, small compared to the larger fish taken on trolling spoons and in nets during the Summer and early Fall. A day's catch runs from 50 to 100 lbs., with many takes running up to more than 200 lbs., depending upon the fisherman and the number of bobbers he employs.

Sea Lampreys

The 1947 investigation of sea lampreys by the Michigan Conservation Department's Institute for Fisheries Research at Ann Arbor revealed that lakes like Charlevoix and Pentwater, with direct connections to the Great Lakes, apparently are serving as reservoirs for adult lampreys.

In 1947, lamprey spawning runs occurred in 83 Michigan streams—every major Michigan stream system of the Lake Michigan watershed and 4 of the 5 major systems entering northern Lake Huron.

Fishermen Rescued from Ice by Helicopter

Three fishermen were picked off a Lake Erie ice floe by a helicopter before dawn on February 1 after 21 hours on the Lake in temperatures estimated down to 15 below zero. It was the first such helicopter maneuver in darkness in 4 years of ice rescues. Newspaper flares led to the discovery of the men.

Boston Fish Pier Featured In Television Program

In celebration of Boston's first regularly scheduled television program, which originated at the Fish Pier on January 22, cartons of freshly-packed fish fillets were shipped by plane to President Harry S. Truman and the mayors of Schenectady, New York and Philadelphia, the cities in which the video program "Boston, U.S.A." was seen.

The 20-pound individual cartons of fish, presented by Governor Bradford to the President and the three mayors of the Eastern cities, were given with the compliments of the Massachusetts Fisheries Association, and its president, John N. Fulham, Jr.

Viewers of the NBC video network program in these cities actually saw the fish taken off the trawler *Dorchester*, in a snowstorm, processed and packed for air shipment, and watched Governor Bradford make the official "audio" presentation. In addition, films of the trawlers' on-the-scene activities at the Grand Banks were shown.

Freighter Unloads Jap Swordfish

The first shipment of Japanese swordfish to arrive in Boston since before the war was unloaded on January 27 by the Danish freighter *Grete Maersk*. The fish were discharged at the South Boston Army Base for the Joseph A. Rich Fish Co., South Boston.

Haskins Fish Now Fulham Brothers

The name of Haskins Fish Co., 28 Fish Pier, Boston, Mass. was changed recently to Fulham Brothers, Inc. Officials of the Company, who remain unchanged, are: president, John N. Fulham, Jr.; treasurer, Thomas Anthony Fulham; and vice president, Gerard A. Fulham. The Company, which has been in business for over sixty years, operates a fish producing and packing business and owns the trawlers *Neptune* and *Triton*.

Two Boats Land Maiden Trips

The 116′ steel trawler *Phantom*, Capt. Howard Scott, landed a maiden catch of 120,000 lbs., including 90,000 lbs. of pollock, at Boston Fish Pier on January 19. Her second trip of 60,000 lbs. was cut short on the 29th when she went to the rescue of the disabled 75′ Gloucester dragger *Ave Maria*, Capt. Salvatore Curcuru, 35 miles off Boston Light. Because of high seas, it was necessary for Capt. Scott to dump 1000 gallons of oil to quiet the water so that the *Phantom* could get close enough to throw a line. The new trawler is a sister ship of the *Racer* and was built by U. S. Shipbuilding Corp., Yonkers, N. Y.

The 98′ converted mine sweeper *Leah F.* landed her first catch of fish at Boston early in January, hailing for 47,500 lbs. Owned by Benjamin Feldman of New York, the dragger is expected to land most of her trips at Boston. She is powered with a 450 hp. Fairbanks-Morse Diesel.

Boat Show Exhibits Engines

Among the exhibits of interest to commercial fishermen at the New England Sportsmen's and Boat Show held in Boston January 31 to February 8 were three that featured marine engines.

Perkins-Eaton Machinery Co., Boston and Southworth Machine Co., Portland, Me., jointly sponsored a display showing the new Model 318, 80 hp. Caterpillar Diesel and 6 Universal engines. The Universal models were the 90 hp. Cruiser Six, 60 hp. Blue Jacket Six, 50 hp. Super Four, 25 hp. Utility Four, 25 hp. Atomic Four, and 12 hp. Bluejacket Twin.

J. H. Westerbeke Corp., Boston, showed 12 Graymarine engines, including 3 new Diesel models. The Gray Diesels were the 150 hp. Six-D-572, 55 hp. Four-D-260 with reduction gear and power take-off, and the 35 hp. direct drive Four-D-157. Among the gasoline models were the 45 and 75 hp. Phantom Four, 93 and 150 hp. Express Six, 83 hp. Lugger Six, 25 hp. Lugger Sea Scout, and 16 hp. Lugger Light Four.

Fairbanks, Morse & Co. exhibited their Type Z, 2 hp., 1500 rpm. gasoline engine which has a completely built-in 2:1 reduction gear and will turn a 12 x 10 propeller. Weighing only 140 lbs. and suitable for auxiliary and propulsion use, the engine is fresh water cooled, has high tension magneto and governor control and provides a gas tank in its base.

The first regularly scheduled television program originating from Boston being enacted at Boston Fish Pier. From left to right, Governor Robert F. Bradford, President John N. Fulham, Jr. of the Massachusetts Fisheries Assn., President Michael Kelleher of the Boston Chamber of Commerce and station manager W. C. Swartley of WBZ-TV.

Fisheries Association Elects Directors

At the annual meeting of the Massachusetts Fisheries Association, held at the Hotel Statler, Boston, on January 29, Patrick J. Callahan, O'Hara Bros. Co., and Benjamin F. Jukes, P. H. Prior Co., were reelected secretary and treasurer, respectively. Gerard Fulham, Fulham Brothers, Inc.; James Carlson, Baker, Boies & Watson Co.; Sidney Jones, Booth Fisheries Corp.; and Anthony Busalacchi, T & J Busalacchi Co.; were newly elected as directors.

Other directors, reelected, are B. F. Whalen, R. O'Brien Co.; M. J. Dillon, General Seafoods Corp.; F. J. Delahoyde, Bay Fish Co.; John A. Fulham, Fulham & Herbert Fish Co.; Thomas Cummings, F. J. O'Hara & Sons, Inc.; John Dolan, L. B. Goodspeed, Inc.; John O'Donnell, O'Donnell-Usen Fisheries Corp.; Nelson Harrington, B. F. Phillips Co.; Walter Hallett, American Fish Co.; and Messrs. Callahan and Jukes. The President and Vice President of the Association will be elected by the Board of Directors.

"San Antonio" Repowered

The 46′ *San Antonio*, owned by Biagio DeGirolamo of the Boston T Wharf fleet, is being repowered with a new Model HMR-402, 4 cylinder, 60 hp. Cummins Diesel with 2:1 Twin Disc reduction gear and equipped with 24 volt Surrette batteries. The engine was sold by Cummins Diesels of New England, Inc. and is being installed by Reid's Shipyard of Winthrop.

Cape Fishermen Elect Officers

Capt. Manuel P. Dutra was elected president of the Provincetown Seafood Producers Assn. at a meeting held February 1, with 33 boats represented. He succeeds Capt. Manuel Zora.

Other new officers are Capt. Fred Salvador, vice-president; Arthur B. Silva, secretary; and Capt. Seraphine Codinha, treasurer. Trustees include Capts. Jack Rivers, Manuel Macara, Arthur Duarte, Manuel Henrique, and Francis Captiva. A committee on by-laws, rules and regulations and dues was named, consisting of Silva and Capts. John Russe, Domingo Godinho, Salvador and Rivers.

David Ryder was reelected president of the Chatham Fishermen's Assn. at a meeting held on January 8. Other officers are Creighton Nickerson, vice-president; Charles E. Jones, reelected second vice-president; Benjamin Blagdon, reelected third vice-president; Robert D. Eldredge, fourth vice-president; Walter Love, reelected secretary; and Roy Gurley, reelected treasurer.

Directors appointed were George W. Bloomer, Allen Kilbourne and Alex W. Griffin. The membership committee includes Walter Love, Roy Gurley, George W. Bloomer, Jr. and Louis Webster, all reelected.

Sol Broome, president of the Fresh Water Fish Wholesalers Association, Inc., after inspecting the ultra-modern REX Silver Reefer car recently exhibited by Railway Express Agency at its West Side Terminal, New York City.

Long Island Fishermen Elect

The annual meeting of the Long Island Fishermen's Association was held at Eastport on January 10, with approximately 50 members present. Officers elected to serve for the year 1948 were as follows: president, Rodman Pell, Greenport; vice-president, Joseph Tuttle, Eastport; Secretary, Clarence Slager, West Sayville; executive secretary-treasurer, Percy Hoek, West Sayville; directors, Robert Doxsee, Pt. Lookout, Nicholas Griek, West Sayville, William Parsons, Montauk, Peter DeRoo, West Sayville, Forest Smith, Baldwin, Edwin Furman, Hampton Bays, Perry B. Duryea, Jr., Montauk, Stanley Case, Cutchogue, Frank Eldridge, East Marion, Nicholas Schaper, Islip, John Lundstedt, Islip, Peter Van Vessem, West Sayville, Ed. Winters, Westhampton Beach, Kenneth Bracket, Port Jefferson, and William De Wall, East Hampton.

Four 104′ Trawlers Building

U. S. Shipbuilding Corp., Yonkers, N. Y., is building four 104′ steel trawlers, which will be powered with 500 hp. Superior Diesel engines. The first of the new boats are expected to be completed in May, and will go into operation at Boston.

"Bug" Scallops Found in Eastport Area

Eastport and Remsenburg clammers report that they recently have been bringing up scallops which are in the "bug" stage, and believe that by another year enough of the bivalves will be found for a start on a profitable industry. The scallops are growing rapidly, according to the baymen, who have found some of edible size in certain spots along the flats.

The bay bottom, which is covered with seaweed, seems to be a natural spawning ground, and it is thought that the young seed will grow there unless it is disturbed. Salt water from the inlet close by is beneficial to the growth of the scallops.

Fishing Boat "Notus" Sinks

The 45′ fishing vessel *Notus*, owned by William Moffat of Southold, sprang a leak some distance south of Montauk Point on January 9 and sank. The vessel's three-man crew was rescued by the *Mary Ogden*, Capt. Lars Manning of Amagansett.

Wardley Skippering "J & E Regan"

The Greenport fishing boat *J & E Regan* is being skippered by Walter Wardley for the Winter months. However, Capt. Bill de Graff will be in command again this Spring.

"Four Brothers" Repowered

The 58′ dragger *Four Brothers* owned by Capt. Thomas Slager of West Sayville has been repowered with a D17000 Caterpillar Diesel with 2:1 reduction gear and 46 x 32 propeller, sold by H. O. Penn Machinery Co.

Point Judith, R. I., Fleet Has Two New Boats

Two new boats recently have been added to the fleet operating out of Point Judith. Capt. Jack Westcott's 57′ Eastern rigged dragger *Joyce Ann* made her trial tow January 28, and took on ice the following day for her first trip offshore. Built at Wharton's Shipyard, Jamestown, the *Joyce Ann* is powered by a 165 hp. General Motors Diesel, and is equipped with a Hathaway winch. She is skippered by her owner, and crew members include Chester Westcott, Herbert Whitmarsh and Joe McCool.

Capt. George Thompson, who recently sold the *Rhode Island* to William Howell of Southwest Harbor, Me., has brought the 55′ *Sandra Fay* down from Rockland, Me. and has been operating her out of Point Judith for the past several weeks. The 3-year-old vessel, soon to be renamed the *Northwind*, also is powered by a 165 hp. General Motors Diesel, and is equipped with an RCA radiotelephone.

Dykstra Producing Quick Frozen Fillets

William C. Dykstra of Peace Dale, who operates the dragger *Anna D.* with his father, Cornelius, has turned a hobby into what promises to be a very worthwhile business. In a specially constructed building, he has built a filleting room and a deep freeze chamber with an 18 cubic foot freezing capacity. There he fillets and quick freezes within 24 hours of the time they are taken off the boats all the flounder he and his brothers Ted and John, who own the dragger *Kathy Dick*, can supply. Wrapped in cellophane and attractively packaged, the flounder fillets are merchandised under the name "Block Island Sound Quick Frozen Fillets". They are now sold in 12 local stores, and although the operation was started only last October, the demand already far exceeds the supply.

"Tip Top" Catches Large Lobsters

While offshore dragging for yellowtails recently, Capt. Norman Gilbert of Point Judith, who is operating George Gross' dragger *Tip Top*, brought up 6 lobsters in one tow which weighed a total of 96 lbs. The largest lobster weighed 23½ lbs.

The *Tip Top* effected the rescue of the dragger *Dauntless*, ashore on Block Island on the Old Harbor beach, on January 28. The Coast Guard boat from the Island had a line on the dragger and was attempting to haul her off, but with the tide falling the rescue craft also was in danger of going aground. Capt. Gilbert managed to get a line on the Coast Guard boat and hauled both vessels off successfully.

Warren Shellfish Industry Tied Up by Ice

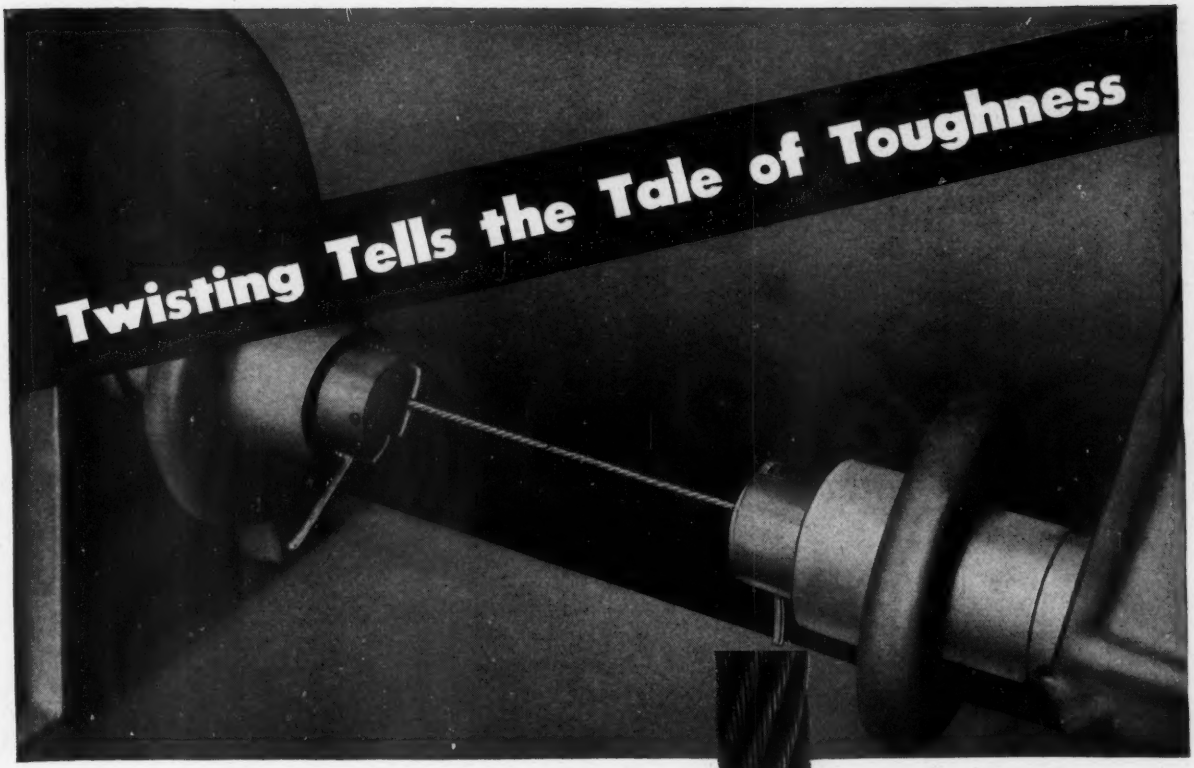
Warren's shellfish industry was brought to a standstill the latter part of January by the shore-to-shore freezing of Warren River. Oyster boats which moved out were unable to break through the ice beyond the River's mouth, where oyster beds are located, and had to return to dock empty handed. Quahaug boats, smaller in size than the oyster boats, were kept at their docks by the ice layer.

Dragging for Red Hake

During the Fall months, a few of the Point Judith boats including the 83′ dragger *Roberta D.*, a converted Coast Guard patrol boat, engaged in dragging for red hake. These fish, usually off New Jersey at this time of the year, were present in great numbers off Point Judith, close inshore. However, they commanded a very low price, running, from $13.90 a thousand lbs. to $20.00. All the catches were taken by a Maryland cannery which hauled the fish in large trailer trucks and processed them for overseas shipment.

Block Island Fleet Hampered by Bad Weather

At Block Island, most of the fleet was kept in port the last two weeks in January by bad weather. Some of the larger boats which have been able to venture out have taken a few yellowtails, but most of them are working on a large run of herring off Watch Hill. Some good hauls are being made, with most of the fish going to Stonington, Conn. markets.



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New Bedford Forums Discuss Fishing Industry Trends

Two public forums were held during January on the New Bedford fishing industry. Capt. Daniel F. Mullins, who is credited with developing the New Bedford dragger and is known as the "father of the New Bedford fishing fleet", demonstrated otter trawling equipment, outlined its development and traced fishing vessels back to the days when 5 hp. engines were used, at a forum held at the Free Public Library on January 22.

At the same forum, Edmund O'Neil of the Seafood Producers Association stressed the need for high tariffs on imported fish, spoke of hardship to boat owners involved in paying the 2.7 percent unemployment compensation tax, and praised the work of the Coast Guard. Dr. William F. Royce, chairman of the New England Fishing Banks Investigation, Woods Hole, discussed decreasing stocks of yellowtails and haddock.

Mr. O'Neil; Leo L. Barrett, branch agent of the Atlantic Fishermen's Union (AFL); Thomas F. McDermott, fish retailer; Thayer Francis, refrigeration engineer; and Edward W. Newton, representing the fillet dealers; talked on fish price trends at a forum broadcast by the New Bedford Junior Chamber of Commerce January 5.

Production for 1947

Landings at the port of New Bedford for the year 1947 were estimated at 73,640,046 lbs. by the local branch of the Fish & Wildlife Service, a figure which it is hoped will place the city in the list of the nation's top ten ports, despite the fact that it is 17,000,000 lbs. under the catch for 1946. The 1947 take was valued at $10,613,210, about $2,000,000 less than the 1946 total.

The decrease in production was said to have been due to a scarcity of fish on the grounds; the "wire basket dispute", which almost closed the port from January 27 to February 20, resulting in the diversion of 3,000,000 lbs. of fish to other ports; the changeover of many large draggers to scallopers; and price decreases.

More yellowtails were caught than any other species, 20,819,636 lbs. being landed. The blackback, mackerel and red hake catches showed an increase, while cod and haddock were among the species which fell off.

A total of 10,683,991 lbs. of scallops were brought in to make the city the biggest scallop port in the United States by a large margin. The figure is 2,000,000 lbs. over the New Bedford total for 1946.

Boats operating out of the port on a year-round basis numbered 265, including 82 scallopers, 2 large trawlers, 40 medium-sized draggers, 138 small draggers and 3 boats under 13 tons. The *William D. Eldridge*, the *Albatross* and the *Smilyn* were added to the fleet during the year; the new *Pam Ann* and *Susan R.* fished for several months out of New Bedford; and vessels returned from Government service during the year were the *Lady Stuart, Jacintha, Ronald and Mary Jane* and *Teresa and Jean.*

"Jerry and Jimmy" Highline Scalloper

The *Jerry and Jimmy* led the New Bedford scalloping fleet in December production, landing 2,300 gallons in three trips. The *Carol and Estelle* was second, with 1,950 gallons, also in three trips; while the *Pelican* and the *Mary Tapper*, in two trips each, brought in 1,850 and 1,750 gallons respectively, making them third and fourth. Total scallop landings for the port were 69,580 gallons in 119 trips.

Buoy Reinstated off Nantucket Shoals

Lighted whistle buoy 10, removed from its position off Nantucket Shoals after the war, is to be reinstated as the result of a campaign led by New Bedford mariners. Nantucket Shoals lightship resumed its station late in January, with its beacon operating one minute on, two off, 24 hours a day.

Value of Dartmouth Shellfish Take Up

Shellfish taken from Dartmouth waters during 1947 brought $180,000, as compared to $100,000 in 1946, according to Shellfish Inspector John J. Perry. Reviewing activities of the year, Mr. Perry reported that within a two-month period after the Board of Selectmen lifted restrictions on shellfishing in the Apponegansett River north of the Padanaram Bridge, fishermen took from that area 13,625 bushels of quahogs valued at $61,500.

Scallops valued at $10,000 were taken from Clarks Cove last season, and the outlook for 1948 is promising because scallop seeds are plentiful in that area, Inspector Perry pointed out.

"Victor Johnson" Being Converted to Dragging

Hathaway Machinery Co., Fairhaven, now is converting the 60′ *Victor Johnson*, owned by Capt. John Salvadore, from a pleasure fishing boat to a dragger. Capt. Salvadore purchased the craft from the Bendix Aviation Corp., which had used her as an experimental boat. Hathaway winch, gallows and blocks are being installed, and the vessel will join the New Bedford fleet about March 1.

Hathaway has repowered the 60′ dragger *Cape Cod*, owned by Manuel Phillips of Provincetown, with a 175 hp. Buda engine.

"Diana A." Has New Name

The name of the dragger *Diana A.* has been changed to *Malene and Marie*, according to notice filed by her owners, Tharald and Ingeborg Drivdahl and Thomas and Marie Tonnesen.

"Anna C. Perry", "Shannon" Being Overhauled

Peirce and Kilburn Corp., Fairhaven has the 78′ dragger *Anna C. Perry*, owned by the Eugene Perry estate of Nantucket, up for complete overhaul. The boat will have all new rails, stanchions, planking and will be painted.

The yard also is doing a general bottom overhaul on the 130′ *Mentor*, experimental boat of the Woods Hole Oceanographic Institute.

D. N. Kelley and Son, Inc., Fairhaven, is doing a complete overhaul job on the *Shannon*, a 70′ scalloper purchased recently by Ernest Flood of New Bedford.

Casey Repairing Scalloper "Antonina"

The Boston scalloper *Antonina*, which went aground off Woods Hole in January, has been at Casey Boat Building Co., Fairhaven, for a new rudder, shoe and planking. The craft is owned by Nathaniel E. Rosen.

"Viking V" Freed

The 50′ dragger *Viking V*, which went aground at Cuttyhunk on January 21, managed to work herself free from a sandbar during high tide later in the day with the help of Cuttyhunk Coast Guards. The craft, which was en route to New Bedford from Freeport, N. Y., was not damaged seriously.

Loran Equipment Gets Trial on "Gannet"

Loran equipment, a radio method of accurate position finding developed during the war, was given a trial during January by Capt. Jens Larsen on his dragger *Gannet*. The apparatus already is in use on several Boston trawlers.

Barrett, Pike Elected

Leo L. Barrett was elected branch agent and Albert G. Pike branch delegate in recent elections of the Atlantic Fishermen's Union (AFL).

Shop of Aero-Marine Radio Laboratory, Stonington, Conn., being moved from Stonington airport to its new waterfront location at Stonington Boat Works. Owned by Edward P. York, the Company has been appointed distributor for Ray Jefferson radiotelephones and direction finders and dealer for Radiomarine Corporation of America.

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Texas Developing New Oyster Producing Sections

According to marine biologist J. L. Baughman of the Rockport Marine Laboratory, the oysters planted by the Laboratory in Mesquite Bay last September show as much as ½" of new shell growth and a promising gain in weight.

Oysters planted by the Laboratory in Palacios Bay showed approximately ¼" of new shell and a gain in weight after 27 days. This planting has been of especial interest, since the oysters were transplanted from crowded Wells Point Reef. The results in the new location have shown that the oysters failed to fatten on the reef because of overcrowded conditions and lack of food rather than from disease in the oysters themselves.

By means of these experimental plantings, Mr. Baughman hopes to ascertain which seasons are the most favorable for transplanting operations. In the Rockport area, a major oyster producing section of the Texas coast, oysters show considerable growth during the Winter. This would indicate that transplanting stock should be moved during the Fall and early Spring.

Fulton Harbor Improvements

Army Engineers have approved extensive plans for dredging and extending Fulton Harbor, and the Federal Government has authorized $29,800 for this work and an annual maintenance expenditure of $3,000.

In return for Government funds, Fulton interests must do the following: furnish without cost all lands, easements and rights-of-way necessary for construction, maintenance and operation of the project, when and as required; hold and save the United States free from damages from the construction and maintenance of the project; construct a suitable bulkhead or breakwater around the north end of the proposed basin extending from the north end of the existing concrete sheet pile breakwater to the shore; maintain the entire breakwater and dike after completion. The report approved by the Government recommended that the improvement of Fulton Harbor be authorized as a tributary channel to the Gulf Intracoastal Waterway.

New Rules for Seismographic Operations

The first permit for seismographic operations in offshore waters under the new regulations set up by the General Land Office was issued January 23 at Port Lavaca.

Among other things, the new regulations provide that pipes, buoys and other markers must bear the name of the party crew, and be anchored by weights which cannot damage nets of commercial fishermen; that before shooting takes place, approved methods be used to drive fish from the area; and that representatives of the General Land Office and a representative of the Texas Game, Fish & Oyster Commission accompany the oil crews.

Trawler "Bert" Makes Port Safely

The 36′ trawler *Bert*, skippered by Capt. W. E. Reynolds, arrived safely at Port Isabel recently after having been unreported for three days. The craft had become disabled en route from Aransas Pass.

The 51′ Diesel powered snapper boat "Louise R" owned by Marco Ragusin of Galveston, Texas.

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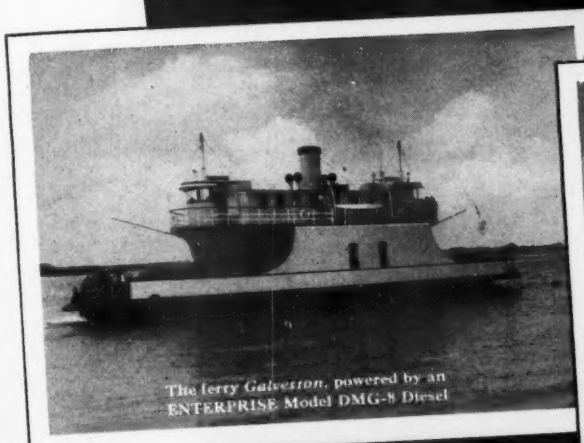

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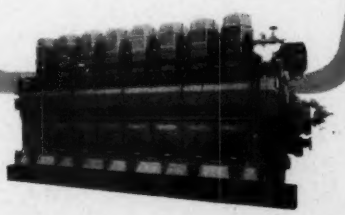

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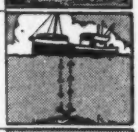

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FLORIDA

Urges One-Year "Sponging Vacation"

John Arfaras, newly-elected vice-president of the Tarpon Springs Sponge Exchange, recently urged Tarpon Springs spongers to seek other livelihoods for the next year to conserve depleted sponge beds. Arfaras asserted that if the sponge-producing areas were untouched for a year, there would be enough sponges to provide a living for all, regardless of the price.

Ravaging of sponge beds is a greater threat to the Florida industry than competition from Mediterranean imports, he said, adding that many spongers already have been forced to convert the rigging on their boats for fishing.

According to Mike Samarkos, treasurer of the Sponge Producers Exchange, the Department of Commerce has ordered a complete survey of the sponge industry and its problems.

New docks at the Tarpon Springs Sponge Exchange were ready for use the latter part of January, according to a report by City Manager Joe McCreary to the Board of Commissioners. The docks replace the old wooden structure which had served the sponge boats for 25 years.

Three Shrimp Boats Lost

The shrimp boat *Willa*, owned by Nick Sebastian of Jacksonville, capsized on January 10 after striking some object in the Nassau River, and the three men aboard were forced to cling to the sinking craft for more than an hour before rescuers brought them to shore. The vessel, held afloat for a while by empty water tanks in the bow, could not be found by searchers the following day, and is believed to have broken up on the south jetty. The craft was a converted cruiser, and was estimated to be worth approximately $6,000.

The shrimper *Sea Breeze*, owned by Tomie DeGrande of St. Augustine and skippered by Sandy Aluarez, sprang a leak and sank on January 17 off False Cape, between New Smyrna Beach and Cocoa. The *Sea Breeze's* 4-man crew was taken aboard the *American Lady*, which was shrimping in the vicinity, and 1,200 lbs. of the former vessel's shrimp catch was shovelled aboard the *American Lady*. Salvage is said to be impossible.

Gasoline fumes were believed responsible for an explosion which wrecked and sank the 40′ shrimping and snapper boat *Sally B.* at her dock in Fort Pierce on January 28. One fisherman, Woodrow Curry, was below deck when the explosion occurred, and received burns about the face and hands.

Record Catch Landed at Tampa

What was believed to be the largest single commercial fish catch ever to arrive in Tampa was unloaded on January 12 at the Mirabella fish dock. Totalling 30,000 lbs., the load was brought to Tampa by the Cuban fishing smack *Luisito*, out of Havana. The catch consisted of 5,000 lbs. of red snapper and 25,000 lbs. of grouper, and was taken by hook and line off the coast of Campeche, Mexico.

M. Mirabella, who purchased the catch, has been in the fish business in Tampa for over 50 years, and said that the only other trip he can remember that approached the Cuban catch was a 27,000-lb. haul brought in about 20 years ago on one of his fathers' vessels.

Shrimper "Columbus" Floated

The shrimp boat *Columbus*, which went aground at Ponce de Leon Inlet on January 21, was floated several days later by two other shrimp boats, with a small Coast Guard boat acting as liaison. The vessel was towed to the Daytona Beach Boat Works, where she will be repaired. The engine was badly damaged, and it was reported that it would have to be replaced.

The shrimp boat *Juith Faith* of Jacksonville went aground near Banana River the middle of January.

Bluefish Catches Improving

Catches of bluefish showed some improvement the middle of January, according to C. L. Pinder, manager of the Mammoth Fish Co., Riviera Beach. He said that the fish have been staying off the coast, which makes the runs longer, and predicted that if the weather stays cool production would continue to increase.

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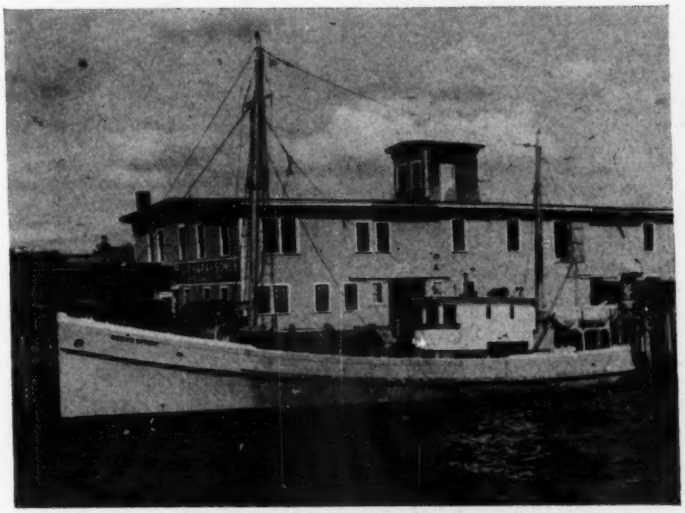

The 88′ dragger "Ocean Spray" owned by Marion Quinn of Hampton, Va., which spent the Summer redfishing out of Rockland, Me. and now has returned to Virginia. Powered with a 230 hp. Wolverine Diesel.

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N. J. Port Receives Oil from Whaler

A whaling ship unloaded her 8,000-ton cargo of sperm oil at Elizabeth, N. J. recently, marking the first time such a vessel has landed at that port in 50 years. The craft was the 16,000-ton *Anglo-Norse*, a factory ship under British registry, which left Norway in April last year for the whaling grounds of the South Pacific off Chile. Although the value of her cargo, destined for use in cosmetics and other industries, was not learned, it entailed tariff payments of about $60,000.

Harland M. Joseph Dies

Harland M. Joseph, 79, co-founder in 1911 of the Lewes Fisheries, Lewes, Del., one of the largest menhaden processing concerns, died January 7. Mr. Joseph was Delawase State Senator at one time.

National Advertising Starts

O. L. Carr, President of the National Fisheries Institute, has announced the inauguration of a nation-wide advertising, merchandising and publicity campaign to increase the consumption of fishery products. This is the first time the industry as a whole has sponsored a national advertising program.

Recognizing the fact that there exists today more interest in fish and shellfish on the part of the consumer, the campaign will be part of an overall plan to educate the housewife on the great variety of fish and shellfish which are available, and the health values and methods of preparation.

Campaign will include small-space advertising in nine leading women's magazines, Good Housekeeping, Women's Home Companion, Ladies Home Journal, McCall's, Better Homes and Gardens, Parents, American Home, Family Circle and Women's Day. Advertising will be supplemented by dealer promotion and retailer merchandising helps. Murray Wheeler is director of advertising and publicity for NFI.

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FISH HOOKS

NEEDLE POINTED

PFLUEGER Coast Limerick Hooks have needle points that stay sharp, shapes that hold true, and finish that resists wear. Now available for immediate delivery. Ask your supplier.

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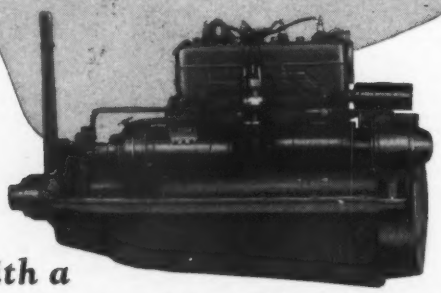
(Pronounced FLEW-GER)

A GREAT NAME IN TACKLE

You get Parts Service

for 21 Years



with a Universal 100% Marine Motor

YOU can't afford to invest in a new motor every 5 or 10 years. But so many fishermen have to—all because parts for their *unmarine* motors aren't available after a few years.

Universals are not like this. For in addition to an honest marine product—motors *built* for the sea, *not converted* for it—you also benefit by the industry's most unusual customer service: complete repair-parts for any model *up to 21 or more years old!*

Longer Service — Less Cost

Think what this Universal policy can mean to you. No lost days or weeks hunting the country for parts . . . no lost income. A motor that will give you smooth, powerful, economical service for years and years.

See your Universal dealer. He has a model to suit your boat because only Universal builds all 5 sizes . . . singles, twins, fours, sixes and eights in a range of from 8 to 141 horsepower.

The Universal above is the world-famous Utility Four—25 dependable, hard-working horsepower. Available with built-in reduction gear. Write for literature.

Universal 100% MARINE MOTORS

Universal Motor Co.

436 Universal Drive, Oshkosh, Wisconsin

THE WORLD'S LARGEST BUILDERS OF 100% MARINE MOTORS

Gloucester Southern Fleet Same Size as Last Year

The number of Gloucester draggers fishing out of Southern ports this Winter is about equal to the number which were down South last year. One of the best trips brought in recently was that of the *Emily Brown*, Capt. Frank Brown, which landed 78,500 lbs. of fish at Fulton Market on January 17. The fare included 58,000 lbs. scup, 15,000 lbs. sea bass and 5,500 lbs. squid. Other good trips landed at Southern ports during January included the 68,700-pound catch of the *Lady of Good Voyage*, Capt. Manuel Rocha, the 62,000-pound haul of the *Edith Boudreau*, and the 62,700-pound trip of the *Paul Howard*.

Draggers in the South besides those already mentioned include the following: *Doris F. Amero*, Capt. Nels Amero; *Manuel F. Roderick*, Capt. Louis Brown; *Superior*, Capt. Ronald Dahlmer; *Olivia Brown*; *Puritan*; *Manuel P. Domingos*; *Jorgina Silveira*; and *Raymonde*.

"Pan Trades Andros" Fishing from Gloucester

The 110′ steel trawler *Pan Trades Andros*, part owned and skippered by Capt. Walter E. Beatteay, is now redfishing out of Gloucester. She landed 170,000 lbs. at Empire Fish Co. on January 21. Formerly operated from Boston, the vessel has a DMG-38 Enterprise Diesel and steams at 11 knots. She is equipped with Sperry Loran and has a hold capacity of 270,000 lbs. of iced fish.

Capt. Walter E. Beatteay.

"Vincie" Catches Fire, Sinks

The 52′ x 13′ x 5′ gill netter *Vincie*, skippered by Capt. Herbert L. Evans, went to the bottom about 200 yards off the tip of Dogbar breakwater on January 12 after she had caught fire as the result of a short circuit in her engine room. The vessel's 4-man crew took to a dory about 2½ miles southeast of Baker's Island off Salem, and were picked up by the dragger *No More*, Capt. John O. Leveille, which landed them at Gloucester.

The gill netter, co-owned by Capt. Evans and Manuel Burnham, engineer on the craft, was built at Ipswich in 1940.

Redfish Price Hits New High

The Gloucester redfish price reached a new high on January 12, when the Fabet Corp. paid $7.75 per 100 lbs. for the fish landed by the *Doris F. Amero*. The previous high was $7.20 per 100 lbs., paid during 1946.

Gill Netters Stop Fishing

The Gloucester gill netters ceased fishing around the middle of January, but will resume operations in April. One of the gill netters, the *Lois T.*, owned by Capt. Peter Tysver, hailed for 11,000 lbs. on January 4, which was a good lift for the time of year.

"Redskin" Pulled Off Ledges

The 85′ dragger *Redskin*, which ran aground on Black Bess Ledges at Eastern Point on January 3, was pulled free on the sixth by a Boston tug, and was hauled out for repairs at Parkhurst's Marine Railways. The dragger, owned by James Y. Tringali of the Independent Fish Co., was scheduled to leave for Winter fishing out of Portsmouth, Va. the week of January 5, but the accident will delay her departure at least a month, it is expected.

Big Trips

Fishing craft which landed good trips during January at the port of Gloucester included the following: *Catherine Amirault*, 154,000 lbs.; *Sylvester Whalen*, 190,000 lbs.; *Mother Ann*, 175,000

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HAVE YOU TRIED IT
On Propellers, Shafts, Bearings,
Winches, Fishing Machinery, etc.

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lbs.; *Killarney*, 150,500 lbs.; *Pan Trades Andros*, 170,000 lbs.; *Benjamin C.*, 212,000 lbs.; *Florence & Lee*, 170,000 lbs.; *Columbia*, 147,000 lbs.; *Barbara C. Angell*, 135,000 lbs.; and *Hilda Garston*, 148,000 lbs.

The *Benjamin C.'s* fare, which gave her owners and crew a gross stock in the vicinity of $14,000, was landed after the craft had been out only two weeks. Capt. Joe Ciarametaro is the skipper of this dragger.

Contracts Approved for Fish Pier Expansion

The Executive Council approved two State Department of Public Works contracts for improvements at the cold storage building, Gloucester Fish Pier on January 21. The first contract provides for the expenditure of $212,416 for adding another story to the building, making five in all. The second contract, with York Corp. of Boston for $105,287, is to provide for the installation of additional equipment at the plant, including new freezing machinery.

"Dingo" Being Outfitted for Fishery Products Co., St. Johns

The new 100' x 25'6" x 14' fishing boat *Dingo* recently completed for Fishery Products Company, St. Johns, Newfoundland, is now being outfitted with a 600 hp., 400 rpm., Model DMG-36 Enterprise Diesel at Lunenburg Foundry Co., Lunenburg, Nova Scotia. The new vessel has a fish carrying capacity of 225,000 lbs. and is equipped with a 70 x 46 Columbian propeller, 110-volt Surrette batteries and Fram lube oil filtering system.

This is the fifth Enterprise marine engine installation made by Fishery Products Company. The Company recently ordered from the Enterprise Engine Company a 300 kw. generator set to be installed in their Burin plant which will be driven by a DSG-6, 450 hp. Enterprise engine.

Job Bros. & Co., Ltd., St. Johns, Newfoundland, is installing a 1,000 hp., 300 rpm. Model DMQ-8 Enterprise Diesel in the *Sable I.* This boat is to be used for sealing in the Arctic Ocean and is expected to be in operation by the first of March.

MANILA
TRAWL NETS

Standard Iceland and Portuguese type trawls are now available for immediate delivery from our stock at Chelsea, Mass. Made of first quality manila twine — either three or four strand — complete trawls and sections at prices that mean a savings on gear bills.
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Our modern yard is conveniently located and fully equipped for prompt hauling and servicing of all types of commercial vessels up to 175 feet. Our railways handle up to 500 tons. Nearly 40 years' experience in designing and building fine yachts, commercial and Government vessels, both wood and steel, merits your attention for new construction or repairs.

LUDERS MARINE CONSTRUCTION CO.
Stamford **Connecticut**

BETHLEHEM TRAWLER ROPES ARE bethanized* TO KEEP RUST OUT, . . . KEEP LIFE IN

*The bethanizing process, exclusive with Bethlehem, coats each wire with a uniform jacket of zinc —a durable, rust-resisting "armor" that doesn't peel or crack, even under severe bending.

When you think WIRE ROPE . . . think BETHLEHEM

BETHLEHEM STEEL

Florida Sponges

(Continued from page 15)

There are 85 varieties of usable sponges, and an estimated 2,000 types altogether. Actually, there are only a few types that are sold commercially. Sheepswool is the finer variety used in surgery by doctors and for cleaning by commercial painters. The yellow sponge, similar in appearance, is sold for bath and cleaning purposes. The wire sponge also is used for bath mitts and kitchen work, but is inferior. Grass and finger sponges are of little value except for souvenirs and displays.

At present, commercial sponge resources of the United States are protected by an Act of Congress and by laws of the State of Florida. Both prohibit the capture of sponges measuring less than five inches when wet. A State law also provides that hooks shall be five inches wide and prohibits the use of diving equipment within the territorial limits of the State which, on the West Coast, extend nine miles from shore.

The hooker boats work in water up to 30′ deep. These boats usually carry two men, one to operate the boat and the other to gather the sponges. The harvester scans the depths through a glass-bottomed bucket held in the water. When a sponge is sighted a long-poled hook is used to bring it to the surface. Diver boats hunt for sponges in waters 30 to 120′ deep. They make two main trips a year, spending about nine months at sea, with the diver averaging two months under water.

In diving operations, the diver dons a thick rubberized suit with bronze shoulder piece and helmet, sits on the edge of the boat and drops into the water. His supply of air, pumped from the boat, is controlled by a valve in his helmet which he presses and releases with his head. He must be able to see at least 6′ ahead. On good days, visibility may range from 30 to 50′. Air bubbles, trailing up from the helmet, guide the boat as the diver treads the deep in search of sponges. The diver always walks at a 45° angle to the tide, carrying in one hand a net sack in which to place the sponges and in the other a three-pronged hook with which to wrest them from the rocks.

Once the diver is back aboard the boat, a second diver puts on the helmet and goes over the side. The divers, top men on the boat and the captain usually one of them, each descend three to six times a day and remain below a half hour or longer at a time. All through the day, until their work is done, the divers take no food or drink, other than strong black coffee.

As fast as the sponges are landed on deck, the skin is scraped off and they are trod on by the barefoot crew to squeeze out the gurry. Then they are hung over the side to macerate and are washed out on deck in tubs of sea water before being dried in the sun. A good day's catch for one boat is 150 to 180 pieces.

On the boats and in the home, religion is a predominant factor in the lives of the Greek sponge fishermen and their families. Each boat carries a religious picture and at dawn the captain prays for the safety of his men. Divers make the sign of the cross before going into the water and each night before retiring, candles are burned to the Virgin Mary.

The crew of a diver boat numbers between six and twelve, depending on the depth of the water to be worked. Forty-foot fishing requires two divers and four others in the crew. Seventy-five foot fishing takes a third diver and one or two more crew. Deep water sponging may reach 120′ bottoms, and for this are needed six divers and an equal number of additional hands on the vessel.

At sea, there is no lapse in working hours and the crew takes turns at sleeping. Salaries are based on a certain number of shares for net profits of a trip. For example, four and a half shares may go to each of the divers, 2½ to the engineer, 2 to the lifelinesman, 2 to the cook, 1½ to the deck-hand and 6 to the owner.

On arrival at port, the catch is unloaded and delivered to the Sponge Exchange, a cooperative warehouse where the sponges are readied for market, stored and auctioned. The Exchange building encloses a courtyard and contains scores of barred storage cells.

Auctions are held in the courtyard on Tuesdays and Fridays. The auctioneer shouts the names of the boats and the quantity of sponges each has brought in, while the buyers size up the lot and make their silent bids on slips of paper. When all bids are in, the auctioneer calls out the highest offers. If the price is

Small fishing boats need DIESELS *too!*

The hooker "St. Theresa" with her new Graymarine Diesel can bring fish back from the sea for approximately 3 cents per mile.

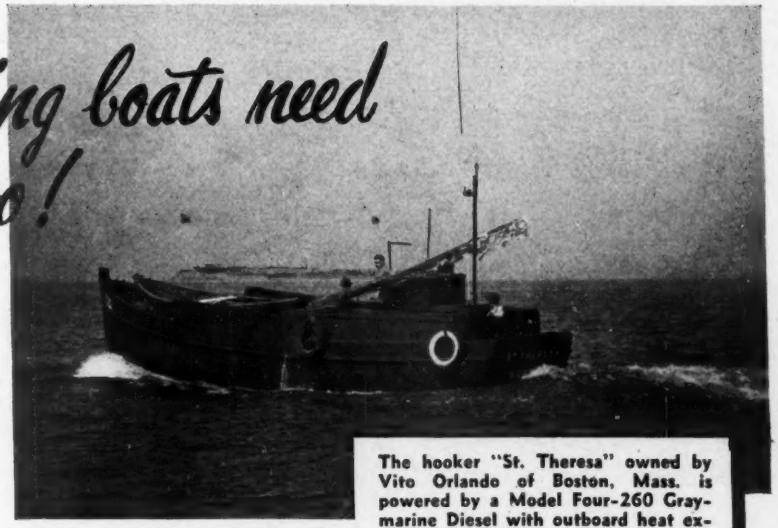
The average lobster boat powered with one of these MODERN diesel engines can operate for 2 cents per mile.

A small dragger can easily hold fuel cost to 3½ cents per mile.

Such economy means more profit to owner and to crew. And when the price of fish is low, **Graymarine** economy can turn loss into profit.

The NEW GRAYMARINE DIESEL may be just what YOU need for YOUR boat. It is light in weight but rugged; compact but easy to work on. Its new cooling system is simplicity itself. It is **smooth, quiet, powerful** and **clean.**

The **new** Graymarine Diesel is built for fishermen to bank on.



The hooker "St. Theresa" owned by Vito Orlando of Boston, Mass. is powered by a Model Four-260 Graymarine Diesel with outboard heat exchanger cooling.

Two new models are available now:

- **Model Four-157 35 HP @ 1800 RPM**
- **Model Four-260 55 HP @ 1800 RPM**

Available with direct drive—1.6:1 RG, 2.4:1 RG and 3.2:1 RG.

- GRAYMARINE MOTORS
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MARINE & INDUSTRIAL

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not considered good enough, the seller may hold his offering for another sale. A morning's sale may total $35,000 to $45,000. In recent years the annual sales have generally exceeded a million dollars and in one case reached $2,500,000.

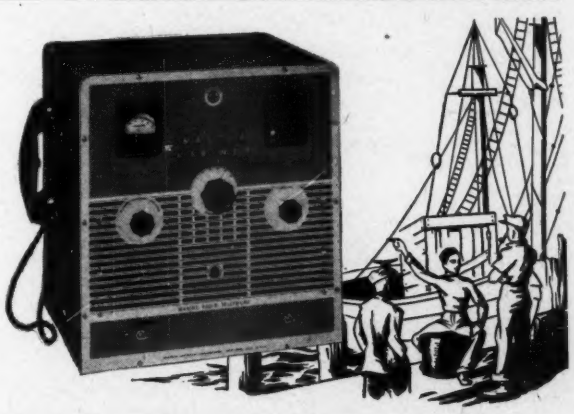
Firth Joins Cuprinol

Cuprinol Division of Darworth, Inc., Simsbury, Conn., has acquired the services of Frank E. Firth to develop the use of Cuprinol products in the fishing industry. Formerly a Fish and Wildlife Service technologist and until recently associated with the Netting Research Department of Linen Thread Co., Mr. Firth is well known in the North and Middle Atlantic fisheries. During the period of war shortages, he worked with the War Production Board on cordage and netting allocations for the fisheries and did some research on the development of substitute fibers.

He has published a number of papers on biological and technological subjects, the latter dealing with the application of preservatives for fish nets, and a short resume of the characteristics of the types of fibers utilized in the manufacture of fishing cordage and nets. Mr. Firth is also the author of a popular article dealing with the construction and operation of lobster fishing gear, published by the Department of Interior.

Frank E. Firth

Cuprinol expects to utilize fully the wide experience of Mr. Firth on the technological problems confronting the fishing industry, particularly those relating to the preservation of gear. His business headquarters will be at the main office of the company in Simsbury, Conn.



The talk of the waterfront:

HUDSON AMERICAN'S "MASTER MARINER"

MARINE RADIO TELEPHONE

From Boston's trawlers to the great Northwest's trollers... from the Gulf's shrimpers to California's crack tuna clippers... and in shipping centers throughout the country... when marine radio telephone equipment is discussed, talk turns inevitably to Hudson's great "MASTER MARINER"... its high quality... its fine unfailing performance... its ability to stand up under grueling conditions.

More and more commercial operators prize the unvarying *reliability* of this stellar performer... Pioneers in marine radio telephones, Hudson American offers the best equipment procurable at any price.

Write for information

HUDSON AMERICAN CORPORATION

A subsidiary of Reeves-Ely Laboratories, Inc.

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Fifteen shrimp trawlers to his name Joe Ramos calls MONEL shafts "Best!"

Joe Ramos, newly elected President of the Patterson Rotary Club, operates out of Patterson, Louisiana. He's a fisherman who has made the grade and now has 15 boats of his own. Here's what he has to say about picking safe, dependable tailshafts:

"We use 2½" Monel shafts and find that they give us more strength than 3" shafts of other material . . . and with less weight.

"We have also found that shafts of other material bend fairly often . . . but we do not have this trouble with Monel. Monel lasts longer, too.

"We recommend Monel shafting to fishing boat owners everywhere."

"RAMOS PRIDE"... *one of Joe Ramos' 15 shrimp trawlers.*

● There are plenty of reasons for successful fishermen like Joe Ramos to recommend Monel* tailshafts. Monel resists corrosion in any kind of water. It is tougher, harder, stiffer than common bronze. There's less bending, less whip, less wear on your bearings.

Strong? You bet! Monel is stronger than structural steel.

Monel shafts come in any diameter you need. And, they're available right now. For full information and prices, see your local boatyard.

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TRADE MARK OF SERVICE INCO

*Monel**

"...It's the SEAGOIN' metal"*

*Reg. U. S. Pat. Off.

The 50′ oyster boat "A.E.F." owned by August Pitre of Cut Off, La. She is powered by a 165 hp. General Motors Diesel swinging a Columbian propeller.

Louisiana Oyster and Fish Production Shows Increase

Oyster production in Louisiana for the year 1947 was 289,000 barrels, a gain of 13 percent over the 255,000 barrels produced in 1946. Of the total harvest, 148,000 barrels were utilized for canning, as against 92,000 in the year previous. The oyster take in the month of December was 23,000 barrels, and showed an increase of 7,443 barrels over December, 1946 production.

Production of fresh and salt water fish in Louisiana showed substantial gains both for the month of December and for the year as a whole. The salt water catch was 160,000 lbs. in December and 1,489,000 lbs. for the year, against the comparable figures of 65,000 and 1,224,000 lbs. for 1946.

Fresh water fish production totalled 1,846,000 lbs. in 1947, a jump of 64 percent over 1946. The December catch of 172,000 lbs. was 100,000 lbs. greater than in the same month in 1946.

A slight increase of 1,365 barrels was shown in Louisiana's 1947 shrimp catch as compared to the 1946 production of 194,000 barrels. Shrimp for canning increased about 11,000 barrels, while that handled as fresh and frozen declined by the same amount. Total shrimp handled in December was 21,000 bbls., compared to 17,000 in December, 1946. In the fresh and frozen market, the Golden Meadow area increased its output 6,000 bbls. for a total of over 20,000 bbls., while Morgan City, Berwick and Patterson declined 10,000 bbls. to a figure of 31,000 bbls.

For the canning trade, the New Orleans and lower Mississippi River area produced 50,000 bbls. in 1947, an increase of 5,000 bbls. over 1946. A similar gain was shown by the Houma, Chauvin and Dulac area, which had a total output of nearly 27,000 bbls. for canning last year.

Filipinos Studying Shrimping

A group of 22 young Filipinos sponsored by the Department of Interior are at Morgan City, La. to study local shrimping methods under the Philippine Rehabilitation Act. Most of the boys studied at the Philippine Institute of Fishery Technology in the Islands. From Morgan City they will go to Pensacola, Fla.

Each Filipino who is on this training program has a contract with his Government which entitles him to one year's training after which he must serve with the Philippine Government for two years. The local seafood union is in charge of placing the boys aboard shrimp trawlers.

Strohmeir Succeeds Collins

Daniel D. Strohmeir has been appointed vice president in charge of shipbuilding of Bethlehem Steel Co. He succeeds William H. Collins, who died recently.

Following a course in naval architecture at Massachusetts Institute of Technology, Mr. Strohmeir joined the hull department of Bethlehem at Quincy, Mass. in 1934. Since 1942 he had served as assistant to Mr. Collins.

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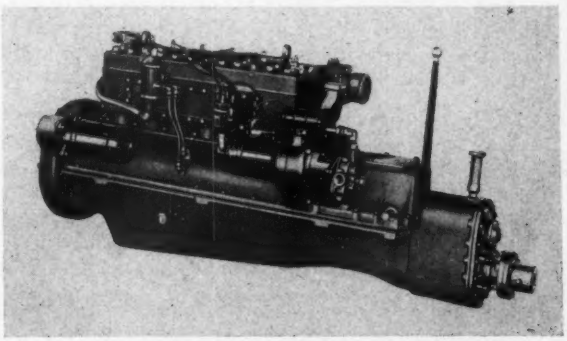
UNIVERSAL

6 to 141 hp. with and without reduction



90 hp. Cruiser 6 with built-in reduction.

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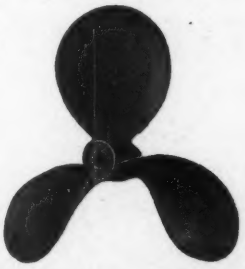
Universal 100% MARINE MOTORS

The "High Liners" must have efficient, dependable equipment



52" and LARGER

Where lives as well as profits are at stake both owners and skippers realize the necessity of using propellers of proven quality. That is why you will find Hyde Propellers on the "high liners" of the fishing fleet. Let the experience of the men who know be your guide—specify Hyde.

HYDE PROPELLERS

EFFICIENT . . . RELIABLE
ALWAYS GET HOME SAFELY

HYDE WINDLASS COMPANY, Bath, Maine

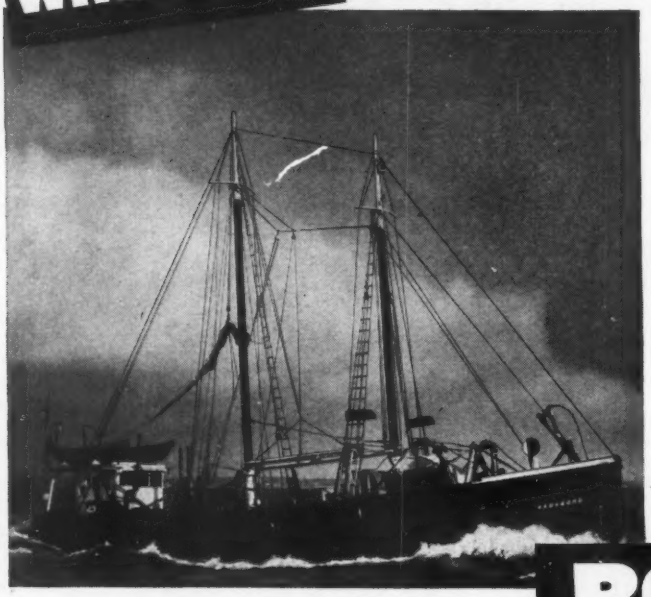
Dragger "Richard J. Nunan" on our 600 ton Railway

COMPLETE REPAIR FACILITIES

Our all-around service includes all types of engine overhauling and repairs, rigging service, hull repairs and alterations, electrical work, etc. Your entire job can be done quickly in our yard by experienced men.

FRANK L. **SAMPLE** JR., INC.
Shipbuilders
BOOTHBAY HARBOR, MAINE

WIRE ROPE that's a MASTER MARINER



THROUGHOUT ALL INDUSTRY, wherever there's hauling, hoisting and staying to be done, Roebling Wire Rope is a first choice of engineers and operators. Roebling has developed a wide variety of types and sizes of wire rope to meet every purpose dependably and at low over-all cost.

Steel used in Roebling Wire Rope for Standing Rigging and Trawler Lines is made in Roebling's own steel mill for topmost strength, toughness and resistance to fatigue. Every step in drawing the wire and stranding is scientifically controlled to assure a quality product for the fishing fleets.

Rig with Roebling Wire Rope for efficiency and economy. A Roebling Field Man will be glad to help you choose the *right* ropes for every service. Write or call him at your nearest Roebling branch office.

JOHN A. ROEBLING'S SONS COMPANY
TRENTON 2, NEW JERSEY
Branches and Warehouses in Principal Cities

ROEBLING
A CENTURY OF CONFIDENCE
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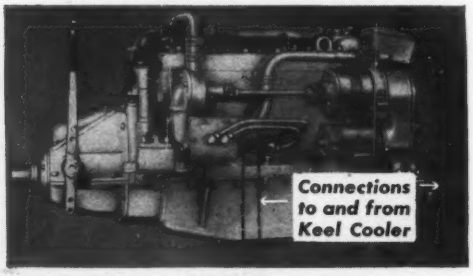
GRAYMARINE
FRESH WATER COOLING WITH NEW ——— KEEL KOOLER



Gray introduces an important improvement in fresh water cooling, based upon the "closed system" designed for the Navy engines. Secret of it is a basic change in the engine's water passages to permit a greater volume and velocity of flow. This eliminates the necessity for long spans of keel piping and accomplishes the heat transfer in a small cooling unit. Take your choice of an inboard or outboard type of heat exchanger. A trouble-free centrifugal pump, which does not even require lubrication, handles the circulation with automatic temperature regulation controlled by a thermostat. Rapid flow of water holds inlet temperature close to outlet temperature, eliminating cold spots and hot spots. For further details, write for descriptive literature.

GRAY MARINE MOTOR COMPANY
DETROIT 7, MICHIGAN

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Makers of quality netting for over fifty years. Our confidence has been well rewarded by thousands of satisfied customers from coast to coast who hold their catches for greater profits.

STARR NET
STAR PERFORMANCE

A. M. STARR NET CO.
EAST HAMPTON · · · CONN.

Fish Landings for Month of January

(Hailing fares. Figure after name indicates number of trips.)

PORTLAND

Alice M. Doughty (6)	116,000	Mary S. (2)	3,000
Andarte (1)	25,000	Nautilus (4)	111,000
Carolyn & Priscilla (4)	52,000	Positive (1)	83,000
Elinor & Jean (4)	22,000	Richard J. Nunan (7)	94,000
Ethelina (4)	37,000	Silver Bay (1)	31,000
Evzone (2)	49,000	Vagabond (2)	111,000
Hornet (1)	1,000	Willard Daggett (3)	18,000
Lawrence Scola (4)	18,000		

GLOUCESTER

Agnes & Myrnie (6)	23,500	Killarney (1)	150,500
America (2)	30,500	Kingfisher (1)	73,000
American Eagle (4)	21,500	Linta (1)	2,000
Angie & Florence (1)	2,500	Lois T. (2)	11,500
Anthony & Josephine (3)	9,000	Madonna (2)	3,500
Ariel (3)	3,500	Margie & Roy (3)	6,000
Ave Maria (Small) (2)	28,800	Maria Immaculata (2)	16,000
Baby Rose (1)	65,000	Marie & Winifred (1)	20,000
Barbara C. (4)	11,500	Mary (2)	4,500
Barbara C. Angell (1)	135,000	Mary W. (1)	12,000
Beatrice & Rose (2)	12,500	Mother Ann (2)	310,000
Benjamin C. (1)	212,000	Nancy F. (1)	3,000
B. Estelle Burke (2)	127,000	Nancy S. (1)	2,000
Catherine Amirault (2)	217,000	Naomi Bruce (3)	15,000
Chebeague (2)	6,500	Natale III (1)	4,000
Cigar Joe (2)	5,000	No More (1)	2,000
Columbia (2)	274,000	North Star (2)	8,700
Conquest (1)	132,000	Pam Ann (1)	102,000
Corinthian (1)	82,500	Pan Trades Andros (1)	170,000
Dartmouth (1)	65,000	Philip & Grace (1)	130,000
Dolphin (2)	220,000	Phyllis A. (1)	5,000
Doris F. Amero (1)	30,000	Phyllis & Mary (3)	9,500
Edna Fae (4)	19,500	Pilgrim (2)	156,500
Enterprise (3)	13,000	Puritan (1)	31,500
Evelyn G. Sears (4)	27,000	R. Eugene Ashley (1)	67,000
Falcon (3)	6,500	Rita B. (1)	110,000
Florence & Lee (1)	170,000	Ronald & Mary Jane (1)	134,000
Frances R. (2)	6,500	Rose and Lucy (1)	14,000
Gaetano S. (1)	100,000	Rosie II (1)	5,000
Gov. Al Smith (1)	72,000	St. Joseph (1)	8,000
Helen M. (1)	16,500	St. Providenza (5)	12,700
Hilda Garston (1)	148,000	St. Rosalie (1)	1,500
Ida & Joseph (4)	46,000	St. Victoria (1)	27,500
Immaculate Conception (2)	16,000	Salvatore (1)	1,500
Irma Virginia (3)	7,000	Sebastiana C. (3)	24,500
J. B. Junior (1)	3,000	Serafina N. (2)	15,000
J. B. Junior II (2)	8,000	Sylvester F. Whalen (2)	360,000
Jennie & Julia (4)	16,500	Thos. J. Carroll (1)	120,000
Jennie & Lucia (2)	6,500	Trimembral (2)	9,000
Josephine & Margaret (1)	1,000	V-E Day (2)	57,000
Joseph & Lucia (1)	104,000	We Three (3)	5,500
Josie II (2)	3,000	Wind (1)	44,000

Scallop Landings (Gallons)

Bright Star (1)	600

BOSTON

Acme (5)	15,400	Lark (2)	87,700
Addie Mae (4)	8,300	Leah F. (1)	47,500
Adventure (2)	121,500	Leretha (1)	67,500
Agatha & Patricia (4)	83,400	Little Nancy (1)	7,300
Albatross (1)	42,500	Lucky Star (2)	143,700
Alphonso (3)	5,900	Lynn (2)	149,200
Annie & Josie (6)	12,800	Maine (3)	219,400
Arlington (3)	288,300	Margee & Pat II (3)	128,400
Atlantic (2)	122,000	Maria del Soccorsa (3)	1,600
Ave Maria (2)	7,000	Maria Guiseppe (5)	15,200
Bay (3)	220,000	Maristella (2)	99,600
Billow (2)	136,400	Marjorie (2)	6,700
Bonnie (3)	236,200	Marjorie Parker (1)	30,000
Breaker (2)	160,700	Marsala (1)	900
Breeze (2)	164,400	Mary (2)	13,200
Calm (2)	172,000	Mary & Jennie (5)	12,300
Cambridge (3)	269,300	M. C. Ballard (1)	80,600
Carmela Maria (Dragger) (4)	6,700	Michael G. (3)	2,600
Casco (2)	900	Nancy B. (2)	20,500
Catherine B. (Dragger) (2)	17,200	Neptune (3)	217,400
Catherine B. (L. Tr'ler) (5)	25,900	Nina B. (3)	278,700
Chas. M. Fauci, Jr. (2)	79,000	Nyoda (1)	10,200
Cigar Joe (1)	14,100	Ocean (1)	67,500
Cormorant (2)	142,000	Olympia (2)	16,900
Crest (2)	150,900	Olympia La Rosa (1)	5,400
Delaware (3)	270,200	Paolina (5)	29,100
Diana C. (5)	8,700	Phantom (2)	183,800
Dorchester (2)	127,000	Plymouth (3)	205,400
Drift (3)	265,000	Princess (2)	2,400
Elizabeth B. (2)	112,300	Quincy (2)	146,300
Esther M. (3)	284,300	Racer (2)	179,800
Estrela (2)	162,000	Red Jacket (3)	326,800
Famiglia (2)	2,500	Robert & Edwin (2)	2,100
Fanny F. Hickey (3)	11,000	Roma (4)	3,300
Flow (1)	65,000	Rosalie D. Morse (2)	113,400
Flying Cloud (2)	226,900	Rosemarie M. (2)	97,200
4-A-608 (2)	3,400	Rosie (5)	6,900
4-C-887 (3)	7,000	Rush (2)	129,300
4-E-885 (3)	8,900	St. Anna (5)	24,200
4-G-370 (4)	18,500	St. Joseph (Line Trawler) (4)	22,900
4-H-823 (6)	28,000	St. Michael (1)	3,200
Francesca (4)	28,700	St. Michael Angelo (2)	12,000
Geraldine & Phyllis (2)	104,800	St. Peter II (2)	151,900
Gudrun (1)	52,500	St. Rita (1)	5,600
J. B. Junior (2)	84,800	St. Theresa (4)	12,000
J. B. Junior II (1)	700	Salvatore & Grace (1)	9,300
Josephine Ess (2)	141,700	San Calogero (4)	8,600
Josephine F. (5)	25,400	Santa Rita (1)	2,200
Josephine P. II (1)	19,100	Savoia (5)	29,800
Josie M. (5)	13,400	Six Brothers (2)	5,600
Six Brothers II (3)	13,900	Triton (2)	125,600
Squall (3)	250,400	Two Pals (1)	1,100
Storm (2)	194,900	V-E Day (1)	51,500
Surf (2)	192,700	Venture II (1)	33,000
Surge (2)	204,300	Wave (2)	181,700
Swell (2)	215,300	Weymouth (3)	206,700
Texas (1)	66,800	Wm. J. O'Brien (3)	185,400
Theresa R. (2)	97,500	Winchester (2)	173,800
Thomas D. (2)	111,000	Winthrop (2)	109,800
Thomas Whalen (2)	169,100	**Scallop Landings (Gallons)**	
Tide (2)	181,000	Bettina (1)	300

NEW BEDFORD

Abram H. (1)	2,200	June Bride (2)	11,300
Adele K. (3)	37,100	Junojaes (2)	79,900
Adventurer (2)	24,700	Kelbarsam (3)	23,200
Aerolite (1)	5,500	Leah F. (1)	73,800
Agda (5)	28,900	Liberty (2)	15,100
Albatross (1)	54,500	Lt. Thomas Minor (4)	18,600
Alice May (1)	3,700	Lisboa (2)	17,700
Alva (1)	5,500	Little Chief (1)	7,200
Amelia (1)	41,400	Louis A. Thebaud (4)	41,200
Angenette (1)	2,500	Louise (2)	87,900
Anna (1)	6,600	Lucy M. (2)	6,200
Annabelle R. (5)	19,000	Mabel Mae (1)	26,500
Anna O. (1)	5,200	Madeline (1)	6,800
Anne Silvia (3)	7,800	Malice (1)	11,200
Annie M. Jackson (1)	7,900	Malvina B. (2)	28,700
Ann & Marie (2)	4,600	Maria Julia (2)	12,600
Arnold (3)	28,500	Mary (N.Y.) (1)	5,000
Austin W. (1)	2,500	Mary Ann (1)	6,100
Automatic (3)	6,500	Mary J. Hayes (2)	85,100
Baby Doll (3)	10,700	Mary & Joan (1)	25,800
Barbara (4)	29,100	Mayflower (2)	4,900
Barracuda (2)	11,900	Mildred & Myra (2)	16,600
Bernice (4)	6,300	Min Flicka (1)	7,100
Bozo (1)	2,100	Minnie V. (1)	7,200
Carl Henry (1)	20,500	Nancy S. (2)	10,600
Carl J. (1)	7,200	Nashawena (3)	13,800
Carol & Dennis (3)	22,900	Nellie (1)	5,800
Carole June (2)	59,100	New England (1)	8,200
Catherine T. (3)	53,800	Noah A. (2)	5,200
Charles E. Beckman (5)	12,500	Noreen (1)	26,000
Christina J. (3)	18,500	Palmers Island (4)	7,800
Christine & Dan (2)	20,600	Paolina (2)	35,200
Clara T. (1)	4,400	Papoose (4)	23,300
Clifton (4)	23,200	Pauline H. (2)	33,800
Clinton (1)	9,000	Petrel (2)	14,600
Clipper (2)	83,800	Portugal (1)	3,000
Connie F. (2)	38,600	Princess (3)	30,200
Crest (1)	6,500	Pvt. Frank Kessler (1)	7,200
Dauntless (4)	31,200	Prosperity (2)	12,000
Doris (2)	7,500	Quest (2)	13,000
Dorothy (3)	7,100	Rainbow (2)	37,800
Dorothy & Betty (2)	9,100	Rita (1)	8,200
Dorothy & Mary (3)	24,400	Roberta D. (3)	19,200
Edith (3)	7,800	Rosalie F. (1)	27,800
Eleanore K. (1)	8,000	Rose Jarvis (4)	23,200
Eleanor May (2)	1,900	Rose Marie (1)	10,400
Elva (1)	4,700	Rosemarie (1)	10,800
Elva & Estelle (3)	21,700	Rosemarie V. (3)	10,400
Elva L. Beale (1)	4,600	Rosie II (1)	10,200
Emma Marie (2)	11,500	Russell S. (2)	17,900
Etta K. (5)	30,500	St. Anthony (2)	13,000
Eugene & Rose (3)	19,300	St. Rosalie (1)	3,600
Fairweather (2)	13,400	Sandra & Fay (1)	4,500
Fan & Mary (3)	15,700	Sandra & Jean (2)	23,000
Fred Henry (1)	1,700	Santina (1)	900
Gannet (5)	107,500	Serafina (1)	4,000
Gertrude D. (3)	32,800	Sister Alice (1)	3,000
Gladys & Mary (1)	24,000	S. M. Murtosa (4)	21,700
Gloria F. (1)	14,000	Solveig J. (3)	89,100
Grayling (2)	10,700	Southern Cross (3)	22,600
Gull (2)	11,700	Stanley B. Butler (3)	85,400
Harmony (3)	20,600	Susan R. (3)	16,200
Hazel S. (1)	12,300	Susie O. Carver (2)	16,200
Heedja (2)	8,100	The Friars (1)	8,500
Helen Mae (2)	5,200	Theresa & Jean (3)	44,800
Hope (4)	21,700	Three Pals (1)	7,500
Huntington Sanford (3)	15,500	Tip Top (2)	11,100
Invader (3)	20,200	Trio (3)	7,000
Irene & Walter (1)	1,600	Turtle (2)	17,100
Ivanhoe (3)	23,800	Two Brothers (1)	8,500
Jacintha (2)	31,300	Two Brothers (R.I.) (2)	19,500
Jane & Lorraine (1)	8,900	Viking (5)	77,300
Janet Elise (3)	9,200	Virginia (1)	37,100
J. Henry Smith (2)	6,300	Wanderer (2)	6,500
Joan & Ursula (2)	10,600	Wild Duck (2)	100,400
John G. Murley (2)	85,200	William B. (1)	8,300
Johnnie Ryan (3)	19,800	William Chesebrough (1)	9,100
Josephine & Mary (2)	67,000	Winifred M. (4)	16,600
Julia K. (2)	9,100	Yankee II (1)	9,100

Scallop Landings (Gallons)

Antonio (1)	150	Growler (1)	500
Arthur L. (2)	450	Irene & Mabel (1)	60
Bettina (1)	150	Janet & Jean (2)	550
Bobby & Harvey (1)	200	Jerry & Jimmy (1)	500
Camden (2)	645	Katherine & Mary (1)	275
Cape Ann (1)	700	Kingfisher (1)	25
Captain I (2)	160	Lady Stuart (1)	500
Carol & Estelle (2)	975	Linus S. Eldridge (2)	965
Connecticut (2)	330	Lubenray (2)	680
Eunice-Lilian (1)	300	Maline & Marie (2)	1,250
Flamingo (2)	575	Maridor (2)	590
Four Sisters (2)	525	Mary Canas (1)	250
Friendship (1)	100	Mary D'Eon (1)	550

(Continued on page 40)

EDERER NETTING
Foremost in QUALITY
for over 50 years

Atlantic Fishermen know from past experience that **Ederer Netting** is the finest grade money can buy—Because **Ederer Netting** is made from the best grade twine, woven into strong, durable nets under the guidance of expert craftsmen with the aid of the latest type machinery, and thoroughly inspected to assure our customers of strongly tied knots and flawless netting. The mesh and selvage are made just as you specify to assure profitable fishing and long service.

For over 50 years **Ederer** has been supplying leading dealers with netting that has made satisfied customers. Available for immediate delivery at dealers located in all principal ports.

Inquire about Ederer Drag Nets, Pound Nets, Trap Nets, Gill Nets and Purse Seines the next time you buy gear.

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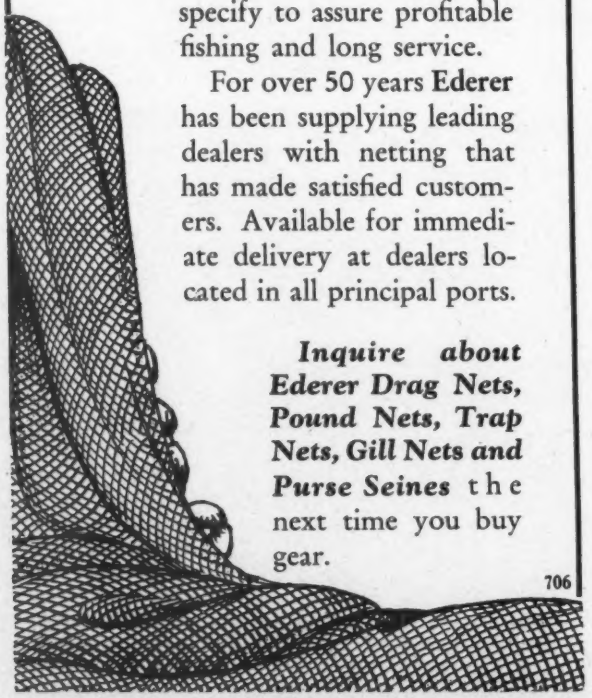

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BALTIMORE MIAMI

NEW BEDFORD

(Continued from page 39)

Mary Tapper (1)	350	Ursula M. Norton (3)	615
Moonlight (1)	1,000	Venture I (2)	650
Muriel & Russell (1)	75	Viking (2)	140
New Bedford (2)	900	Virginia & Joan (1)	100
Newfoundland (2)	475	Whaler (2)	1,100
Palestine (2)	400	Whaling City (2)	500
Pelican (1)	200	Wm. Eldridge (1)	900
Porpoise (2)	700	Wm. H. Killigrew (2)	1,500
R. W. Griffin, Jr. (2)	875	Wm. J. Landry (1)	350

NEW YORK

Amelia (1)	17,300	Manuel P. Domingos (2)	106,500
Edith L. Boudreau (1)	62,000	Mary (1)	12,000
Emily Brown (3)	205,600	Norseman (1)	28,000
Felicia (1)	54,500	Olivia Brown (1)	13,400
Florence B. (2)	49,200	Paul Howard (1)	62,700
Gloria F. (2)	26,000	Puritan (1)	28,000
Gud Kay (1)	6,000	S #31 (2)	44,400
Katie D. (2)	86,100	Sunapee (1)	25,000
Lady of Good Voyage (2)	113,300	Virginia (2)	68,500
Manuel F. Roderick (1)	55,500		

Variations in Oyster Fattening

(Continued from page 16)

cogen reserve earlier in the Fall than do the oysters from the lower Chesapeake Bay. It should be pointed out that fattening of oysters has barely started in September when the oystering season begins, and that the same oysters would be fatter and give a much greater yield if marketed in November and December. This is more marked in the oysters of the Chesapeake Bay than those of Long Island Sound.

Fattening of oysters from the same beds differs from year to year. This is readily seen in the percentage of glycogen in the dry meats of oysters from Long Island Sound examined in different years. The accumulation of glycogen in 1933-34 was much greater than in 1932-33 and the loss of glycogen in the Spring of 1934 was not as early as in 1933. The failure of certain beds to produce as fat oysters in one year as in another has long been a problem that needs more careful study.

Condition of the water, such as low temperature and abnormal salinity during the Spring, may alter the formation of the reproductive elements, and with this change in the development of the sexual maturity of the oysters, there may follow a retention of the glycogen reserve later in the year. This may explain why the fatness of oysters may be longer continued in some years than in others.

Emphasis should be placed on the condition of the water, the abundance of food, and, perhaps, the type of food available during the late Summer when the oysters are the most active and are vigorously feeding. This is the most critical time of the year as regards fattening as it is this time that reserve glycogen is being stored. If the oysters fail to fatten during the late Summer and early Fall, they will not be fat at any time during the year, for there is not any appreciable increase in glycogen reserve during the colder months.

It is generally considered that good fattening grounds often differ from good producing grounds and good growing grounds. Very often a good stiff mud bottom, close inshore and protected from excessive current action, will prove to be an excellent fattening ground, and oysters produced on other beds, or grown on other beds characteristically good for oyster growth, are transplanted to these fattening grounds to prepare them for market. When oysters transplanted to the fattening grounds fail to fatten properly and give a good yield, one must consider the possibility that this failure may well be due to one or more of the weakening influences incurred in the transfer of the oysters.

Outside factors regulating the fattening of the oysters, such as water temperature, salinity, currents, availability and type of food, bring about this regulation by changing or altering the inner activities or physiological activities of the oyster itself. Changes in the salinity, alkalinity, and chemical nature of the water, as well as the physical conditions of temperature and turbidity, both from silt and abundance of microorganisms, play an important part in the regulation of the opening and closing of the oyster, the amount of water passed through the gills, the muscular activity, respiration, and the other vital activities of the animal. It is through a study of metabolism and physiology of the oyster, under both normal and abnormal conditions, that we can interpret the mechanisms of fattening and the loss of this carbohydrate reserve.

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CUTLESS RUBBER BEARINGS

For Propeller Shafts

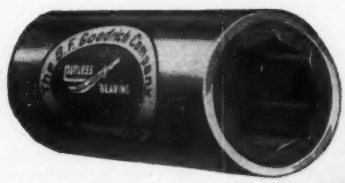

Fig.200. Standard Cutless Bearing

Fig. 208
Stern Bearing with Cutless Bearing

Resist Sand — Long Wearing
Ideal for Fishing Vessels
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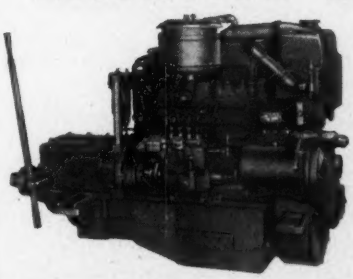
Red Wing

MARINE DIESEL



4¼ in. x 4½ in.
255 cu. in. displ.
65 hp. at 1900 rpm
for steady service
79 hp. max. at 2600
direct drive, or with
water-cooled 2:1 or
3:1 reduction gearing

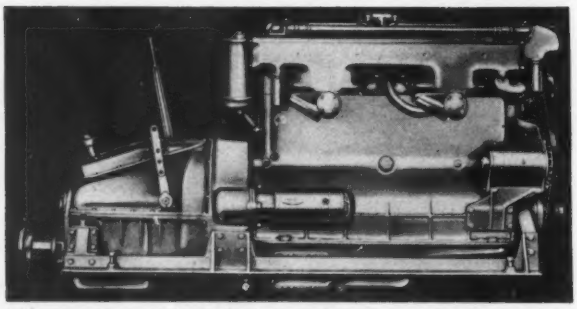
Now . . . the Red Wing "full Diesel" with every modern feature, including built-in fresh water cooling . . . ample fuel, air and oil filters . . . big oil cooler . . . Bosch fuel injection . . . positive thermostatic control . . . glow plug for cold weather starting. Send for literature.

7 Gasoline Models: 7 hp. to 140 hp.
3 Spark Diesel Types: 42 hp. to 140 hp.

RED WING MOTOR CO., RED WING, MINNESOTA

Equipment and Supply Trade News

Additional information, and copies of catalogs and booklets mentioned, may be obtained on request from the addresses listed in the items or by writing Atlantic Fisherman, Goffstown, N. H.



The new Graymarine Diesel Six-D572. Rated 150 hp. at 2000 rpm., this four-cycle, high-speed engine is available with 1.5:1, 2:1, 3:1 and 4.4:1 reduction and a front power take-off. A fresh water cooling system is standard.

Gray Issues 1948 Engine Catalog

The 1948 engine catalog of Gray Marine Motor Co., which is a 52-page book containing over 200 illustrations, now is being distributed to the trade.

Packed with detailed information, this book is said to be one of the most exhaustive presentations in the industry. Included are complete specifications for each model, port and starboard views, installation drawings, power curves, lists of available equipment, and tables of propeller sizes.

Twin Disc Publicizes Installations

A special marine issue of "Production Road" featuring fishing boat installations has been published by Twin Disc Clutch Co., Racine, Wis. A regular publication of the Company devoted to the application of Twin Disc products, the current number contains illustrations of many fishing craft of various types. Information regarding the engine and gear equipment is presented for each boat, giving the reader a comprehensive picture of use of Twin Disc units for different types of fishing boat work.

This booklet also has technical data covering the new MG-301 hydraulically actuated reverse and reduction gear, multiple engine drives, power take-offs and reduction gears, hydraulic torque converters, and proper installation of marine gears.

Fisher 40 Watt Radiotelephone Set

The Mate, a product of Fisher Research Laboratory, Inc., Palo Alto, Calif., is a medium powered (40 watt) radiotelephone with five pretuned crystal controlled channels.

Designed by the manufacturer for small and medium-sized craft, it offers a frequency range of 600 to 9000 kc. for ship-to-shore and ship-to-ship communication via the press-to-talk handset mounted on the side. An illuminated channel indicator tells which channel is in use.

Constructed of heavy gauge metal finished in blue-gray wrinkle enamel with blending silver and gray panel, the set is 13″ long x 13″ deep x 10″ high and operates directly from 6, 12, 32, or 110 volts D.C. or 110 volts A.C.

The Mate, Fisher's 40 watt, five channel radiotelephone.

Standard of N. J. Changes Name

The name of Standard Oil Company of New Jersey, whose products are sold in 18 States from Maine to Louisiana and the District of Columbia, has been changed to Esso Standard Oil Co. The change was made to give formal recognition to the close association which has developed in the public's mind between the corporate name of the Company and its Esso trademark which was first used in 1925.

Hartmann, Roebling Sales Manager

John A. Roebling's Sons Co., Trenton, N. J., manufacturers of wire rope and wire products, has announced the appointment of E. George Hartmann as general sales manager.

Hartmann, who brings to his new position over 29 years experience in the wire field, has been associated with the Roebling Company since 1940. Widely known in the industry, he is a member of the Wire Association and the American Iron and Steel Institute.

Sudbury Product Removes Oil Acids

Sudbury Laboratory, South Sudbury, Mass., has developed a mechanical device which, when filled with their Tank Saver fluid and coupled into an engine lube oil line, is claimed to remove any acid from the oil. The unit includes a glass jar for the Tank Saver which acts as a neutralizing agent. When this liquid turns from its normal green to red, it is saturated with the acid and should be renewed.

Tank Saver is a Sudbury Product marketed as a rust preventative for fuel oil tanks. Other items manufactured by this firm are Aqua Clear for preventing rust in water tanks, and Mildew Stop for protecting materials from the ravages of that fungus.

Goodrich Makes One-Piece Wader

A new one-piece rubber wader for clam diggers and fishermen has been announced by The B. F. Goodrich Co., Akron, O.

Rubber used in construction of the wader is said to have maximum abrasion resistance. It is made in one pattern with shoe sizes from 8 to 11 inclusive. All seams are cemented and strapped and the crotch seam fully rubber reinforced. Boots have a cleated sole and molded heel. The rubber suspender straps are equipped with quick operating buckles, and a bib front is provided for extra height. Strengthening rivets are employed at all tension points.

Amercoat Marine Coatings Bulletin

A four-page bulletin containing complete technical data on Amercoat Marine Coatings has been prepared by the Amercoat Division of American Pipe and Construction Co., Los Angeles 54, Calif.

Because no single coating can furnish all the necessary protection, these coatings, Antifouling, Plastic Topside Finish, Plastic Boottopping and Plastic Anticorrosive Primer, are said

YOUR TIME IS WORTH MONEY

Make the Most of it with S-N GEARS

More time for fishing . . . Less spoilage of, and better price for your "catch" . . . *BECAUSE*

S-N ***Gears*** provide ***Carefree Operation*** — long years of service without trouble.

S-N ***Gears*** are ***Self-Adjusting*** — spring-loaded clutch automatically compensates for wear during years of service.

S-N ***Gears*** give ***Top Efficiency*** — 100% Forward 100% Reverse at full engine speed.

S-N ***Gears*** are ***Your Best Buy*** — have highest quality of materials, engineering and workmanship.

"55 Fine Engine Builders Choose S-N Gears."

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Boats powered by "Caterpillar" Marine Diesel Engines are as free as the breeze from care. Engineered "Caterpillar" quality has proven itself in every port. H. O. Penn Machinery Co. is headquarters for this dependable power . . . and service facilities to match that dependability!

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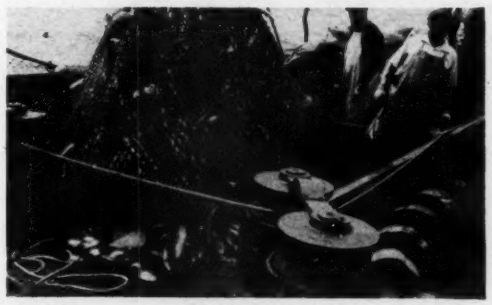
FISHING EQUIPMENT
for all sizes of
Draggers and Trawlers



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Complete Line of Marine Hardware

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The fisherman who thinks one propeller is as good as another is probably losing money on every turn of his wheel. FEDERAL propellers are designed to capture every bit of power and convert it into propulsion. They definitely save on gas bills and last longer, too, because the metal they're made from is tough and highly resistant to corrosion. See the "TRU-PITCH" or "COMET" at the nearest FEDERAL dealer and learn why they give you more for your propeller dollars.

FEDERAL PROPELLERS
GRAND RAPIDS • MICHIGAN

FEDERAL PROPELLERS

to be specifically designed for the over-all control of corrosion and fouling. The manufacturer claims these coatings are excellent for wood and metal surfaces and can be easily applied by brush or spray, drying to a smooth, glossy finish in one to two hours.

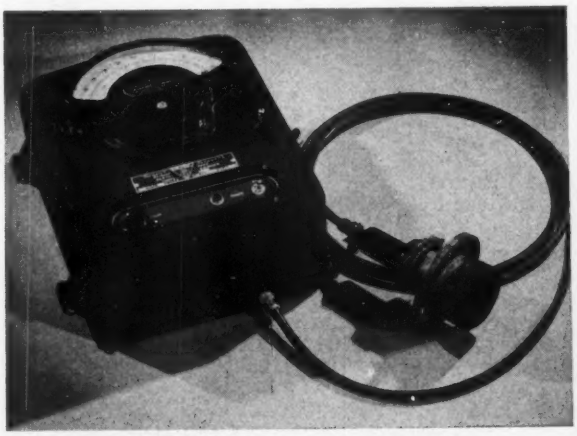
Bolling Resumes Palmer Production

Many boat owners will be interested to know that Palmer Brothers Engines, Inc. is back under familiar management. Mr. Ray Bolling, with Palmer for 15 years in capacities ranging from service engineer to sales manager, and a group of his old-time associates have purchased the property, buildings, equipment and designs intact. The new owners will continue in the manufacture and marketing of the Palmer line of marine and stationary gasoline and Diesel engines.

New Trident Electronic Sounder

Trident Products, Inc., 110 West Alameda St., Burbank, Calif., has announced a new all electronic depth sounder to be known as the Trident DS-2. Designed for commercial craft of moderate size, the complete installation (excluding batteries) consists of the two units illustrated. As many as five repeaters may be connected to the master indicator. The DS-2, with a power drain of only 30 watts, may be operated from 6, 12, 32, or 110 volts DC. Depths of 0 to 100 fathoms or 0 to 600′ are indicated continuously on the large indirectly illuminated scale.

By replacing all moving parts with electronic circuits, high performance is said to be achieved with very low battery drain and, according to the manufacturer, maintenance is greatly simplified. The 50 k.c. frequency of the sound pulse permits the use of a crystal type transducer of compact design to project and receive the ultra-sonic pulses and echos from the bottom of the sea. This transducer mounts inboard for easy servicing, and requires a hole only three and a half inches in diameter. Standard tubes and components have been used throughout.



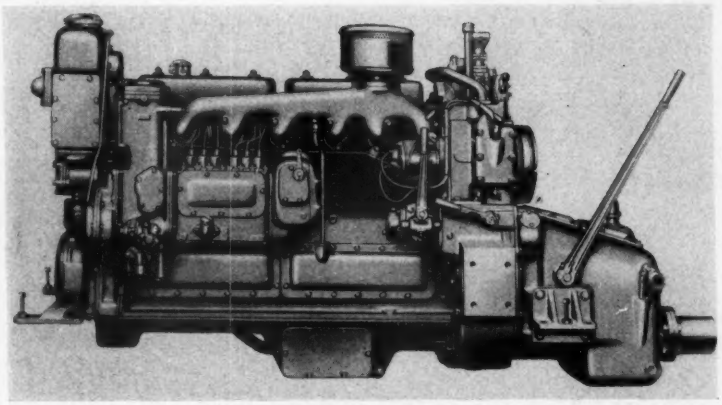
Trident DS-2 electronic depth sounder.

New Booklet on Diesel Combustion

Lanova Corp., 38-15 30th St., Long Island City 1, N. Y., has announced the publication of a new 58-page handbook-size booklet for distribution to the trade, entitled, "The Lanova Combustion System for Diesels." This booklet gives an up-to-date description of the Lanova Combustion System, what it is, and how it functions. Throughout the text, stress is placed on the importance of proper combustion in economical Diesel operation. Points that are discussed are comparisons between types of fuels, differences between internal and external com-

CATERPILLAR

NEW D318 DIESEL



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Will swing up to 36" wheel

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Production Points from Newfoundland to Sabine, Texas

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Especially heat treated, rust resisting. Accurately formed, carefully finished.

DeWitt Hooks last longer, cost less because they hold their shape, have points that stay sharp and good strong barbs.

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101 Commercial Street

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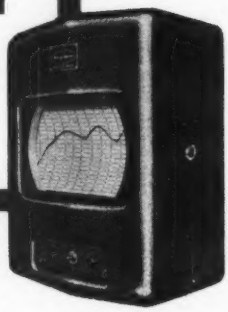


BENDIX
DEPTH RECORDER

"AFTER thirty-three years as captain of fishing boats and having used sounding machines since they first came out, I can say that I find the Bendix the most complete, satisfactory sounding machine I have ever used." This is the unusual endorsement of Captain Henry W. Gallant of the MV "Ocean Spray" of Hampton, Virginia.

"I find this type of recorder most satisfactory, especially the feature of being able to 'see' the bottom. And also the feature of its being so easily serviced, requiring only forty-five dollars worth of spare parts on hand to keep it in operation at all times.

"I heartily recommend it to anyone who is looking for a complete, up to date recorder."

Bendix will gladly send you complete information on this *modern* Depth Recorder which has given fishermen the first practical low cost instrument. Write today for Bulletin M200.

The Bendix-equipped M/V "Ocean Spray" has been fishing the Maine Coast since she was commissioned last year. She is 88 feet overall and is owned by the M. F. Quinn Company, Hampton, Virginia. Captain Gallant is one of the most prominent fishing captains in New England.

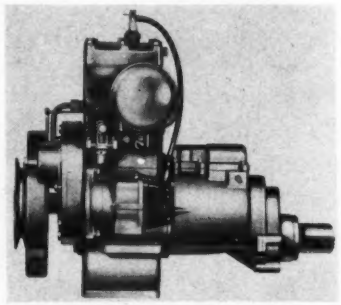
Bendix-Marine

PACIFIC DIVISION Bendix Aviation Corporation
11600 Sherman Way • North Hollywood, California
East Coast Office: 475 Fifth Ave., New York 17
Canadian Distributor: Aviation Electric Ltd., Montreal

bustion engines, and gasoline and Diesel engines, as well as a full description of how a Diesel operates.

In presenting the subject of combustion, the booklet illustrates and discusses representative types of Diesel combustion systems. A useful appendix of engineering tables and data also is included. Written in non-technical language and profusely illustrated, this booklet provides a valuable manual on Diesel engine performance.

Kermath Announces Auxiliary Engine



5 hp. Kermath one-cylinder engine.

Kermath Manufacturing Co., Detroit, Mich., has introduced a new type of water-cooled, four-cycle, single-cylinder marine engine of five horsepower. This new and basically different design is known as the Kermath Sixteen-5 and is suitable for fishing boat auxiliary use. Of compact dimensions, the basic power-plant has a height above crankshaft centerline of 10⅝", a depth below crankshaft centerline of 4-13/16", overall width of 12¼", overall length of 11½" and weighs only 62 lbs.

It is claimed by its builders to be exceptionally smooth in operation, of high power output and to provide easy, sure starting.

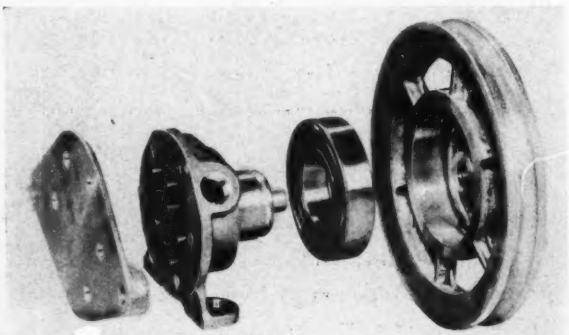
Included among the many features of the design are: dynamically balanced and counterweighted crankshaft, rubber impeller water pump, salt water resistant cast iron block and head, full marine type carburetor with flame arrester, expert valve porting and completely enclosed weather resistant unit type magneto with impulse coupling. Optional accessories consist of Autopul starter, mechanical fuel pump and a flyball governor.

Jabsco Develops Universal Pump

A new ⅜" Jabsco universal pump has just been announced by the Jabsco Pump Co., 2031 N. Lincoln St., Burbank, Calif. It is designed primarily as a water pump for use on a Ford V-8 engine when converted for marine use.

This new pump is said to have all of the features of the other Jabsco pump models plus many new and exclusive ones. Built around the standard Model B ⅜" Jabsco pump, it has a neoprene impeller and marine bronze housing. A large 7" V pulley with sealed ball bearings is mounted on the outside of the housing and carries the belt load. The bearings are pressed onto the housing and the pulley in turn is pressed onto the bearings. The housing not only serves as a shaft for the pulley and bearings, but supports the impeller shaft, relieving it of all pressure and strain.

A new type rotary seal developed by Jabsco specifically for this pump and for handling abrasive materials, helps to assure smooth operation. There's an adapter plate which makes the pump adaptable for other types of engines. This pump also can be used for general belt drive or direct connected use with an extended shaft.



The new ⅜" Jabsco universal pump with parts disassembled.

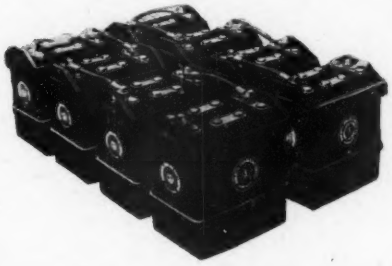
Surrette

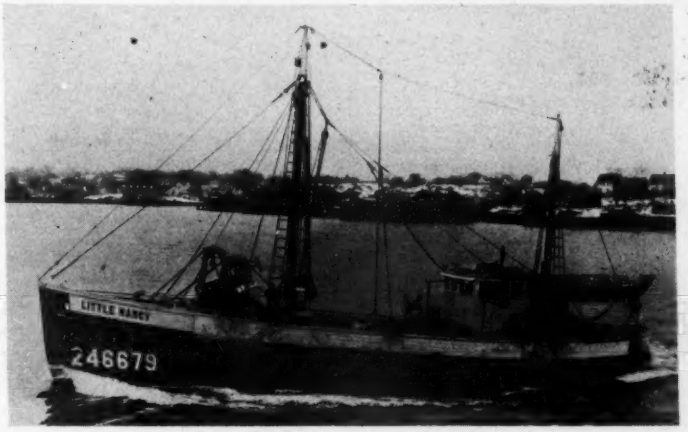
Heavy Duty 340 Amp. Batteries Installed on "Little Nancy"

EXTRA HEAVY DUTY

MARINE BATTERIES

Highest capacity combined with longest life for their size and weight. Assembled in space saving, streamlined rubber containers. All rubber construction; no wood used in containers or insulation. Available in convenient to handle 2 cell or 3 cell construction in the larger sizes.





Owned by John Bruno & Son Co., a leading operator in the T Wharf fleet, the 75′ dragger *Little Nancy* (Capt. Frank Sanfilippo) is equipped with Extra Heavy Duty G-T-S-21 32-volt Surrette Marine Batteries, 340 Ampere Hours at 8 hr. rate.

SURRETTE STORAGE BATTERY CO.
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Better Catches - Lower Costs

Save yourself those constant, little expenses — the time, energy and money you spend in honing, repairing, or replacing hooks and the loss of fish that get away. For, in the season's or the year's run these little losses add up big. Avoid them — by using

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These sturdy Norwegian fish hooks — made of tempered and tougher steel — will help you reduce expenses and catch, and hold, more fish. See them at your fishing supplies dealer's.

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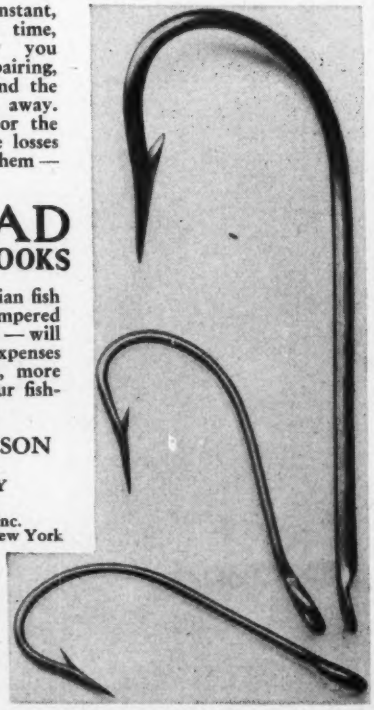
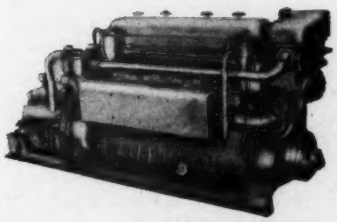


Shown at the right are the Mustad-Halibut, the Mustad-Gravitation and the Mustad - Limerick but there are scores of other patterns to choose from.

FOR THE WORK BOAT SKIPPER—

BENJAMIN'S REBUILT GUARANTEED

GRAYMARINE 671 DIESEL ENGINES



● 165 HP at 1800 RPM
or 225 HP at 2100 RPM

With repowering in mind and the dollar at its present low value, the ability to purchase power *wisely* and *economically* IS OF PRIME IMPORTANCE TO YOU. Your selection of our *rebuilt guaranteed* GRAYs assures you of economy plus dependability thru the years to come.

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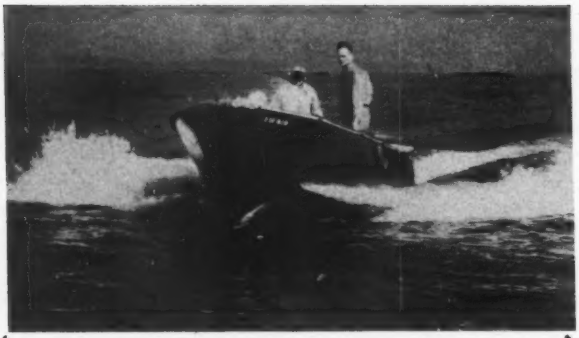

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for Buzzards Bay Striped Bass Fishing

22' L. O. A.—7' 9" Beam—22" Draft

Speed in excess of 20 knots with Chrysler Crown engine. Handles beautifully at slow speeds in surf.

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Telephone 451, Camden, Maine

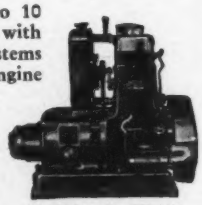
WITTE DIESELECTRIC PLANTS

Starting and operating on the same low-cost fuel as your main propulsion Diesels, WITTE Dieselectric Plants occupy little space, need little care. Always ready with the steady flow of electric power you need, because they are designed for heavy duty over long periods of time. Operate dependably even at the extreme angles common to marine installation. For auxiliary or emergency power needs, these FULL Diesel power makers will be money-makers for you in maintaining refrigeration, providing ample lighting, powering hoists and other equipment.

3.5 KVA-AC WITTE Dieselectric Plant

There's a Size and Type to Fit YOUR Electric Power Needs!

Vertical and horizontal sizes from 3 to 10 KVA-AC; 2.5 to 8 KW-DC—available with radiator and heat exchanger cooling systems or for direct connection with your main engine cooling system. When connected with main engine cooling system operation of your WITTE Dieselectric Plant while at anchor helps keep main engine warm. WITTE Dieselectric Plants quickly return original cost; keep on earning profits for users year after year. Write now for literature, or see your WITTE Dealer.



7.5 KVA-AC WITTE Dieselectric Plant

WITTE ENGINE WORKS

DIVISION OF OIL WELL SUPPLY COMPANY — UNITED STATES STEEL CORPORATION SUBSIDIARY

AMERICA'S PIONEER BUILDER OF SMALL DIESELS — KANSAS CITY 3 MO. U.S.A.

MISSISSIPPI

Bill Provides for Restoring Oyster Reefs

A bill which would appropriate $500,000 to replenish and restore public oyster reefs destroyed off the Mississippi Gulf coast by the September hurricane was introduced January 14 in both branches of the Mississippi Legislature.

The proposed appropriation would go to the Mississippi Seafood Commission to defray the cost and expense of dredging, transporting, planting, scattering and distributing oysters, seed oysters and oyster shells.

The Commission would be authorized to do the necessary dredging in order to develop oyster reefs, and would have authority to use whatever funds it felt necessary to purchase seed oysters or oyster shells.

If it was found necessary to purchase the seed oysters from another State, the measure provides that the Commission would have authority to pay a license or tax on the oysters or for the privilege of taking and removing them.

According to Oswald Chatham, president of the Commission, not less than 90% of the oyster beds and reefs in the State were destroyed by the September hurricane.

New Chamber of Commerce Booklet on Biloxi

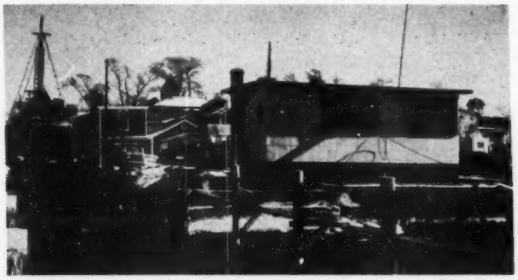
The Biloxi, Miss. Chamber of Commerce has just published a new booklet on the City of Biloxi, containing an illustrated section on the seafood industry, headed "Biloxi Is the Nation's Shrimp and Oyster Shipper". The booklet reveals that more than 500 boats, the largest number of which are power shrimp trawlers, operate out of Biloxi in the seafood industry, making the city a leader in maritime activity in the State. The pictures include a trawler hauling in a shrimp catch, a boat dredging oysters and a close-up of Gulf shrimp. The cover, which is in full color, shows a fleet of oyster boats in Back Bay.

Union Sets New Shrimp Prices

The Board of Directors of the Gulf Coast Shrimpers and Oystermen's Association has set a new scale of prices for shrimp, under which shrimpers will receive $5 more a barrel for large shrimp. The new scale is as follows: 18 and under, $60 a barrel, delivered; 19 to 20, $55, delivered; 21-30, $40, delivered; and 31-40, $30. The factories will furnish the ice.

Participants of a get-together held by Sargent, Lord & Co., Portland, Me., in connection with the recent Motor Boat Show in New York City. Front row, left to right, Robert N. Pike, assistant sales manager of Sargent-Lord; Frank W. Edwards, sales manager of Whitlock Cordage Co.; Ralph A. MacLean, host, and president of Sargent-Lord; J. Donald Richards, marine sales representative of Sargent-Lord.

Back row, A. Munroe Brown, Whitlock distributor in Buffalo; Mr. Humphries; James G. Johnston, New England sales representative for Pettit Paint Co.; Edward Sloane, New York representative for Whitlock; William Boyd, marine department, Gulf Oil Corp.; John W. Johnson, president, Pettit Paint Co.; Mr. Perkins; Reed Prouty, Boston marine representative for Gulf Oil.



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SUBMARINE SIGNAL FATHOMETER JR.'S
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BENDIX AVIATION DEPTH RECORDERS
RAY JEFFERSON TELEPHONES AND DIRECTION FINDERS
Newly Appointed Dealer
FOR R. C. A. EQUIPMENT

The Sounding-Lead

(Continued from page 9)

of the International Pacific Salmon Fisheries Commission. He also spent two years in Japan as assistant chief of the Fisheries Division on the staff of the Supreme Commander for Allied Powers.

Dr. Kask's immediate work at FAO will be to organize Regional Fisheries Councils. Fishery conservation and management problems on the high seas are International in character, but because these problems differ widely in the many areas involved, Fisheries Councils are being established by FAO on a regional basis to assist Governments to develop fully their natural fisheries resources. Specific problems to be studied include distribution of species, seasonal variations in abundance, the effect of fishing operations on numbers, and effective methods of propagation, stocking, and control of disease and pollution.

DEEP-FREEZE VESSEL— The 1,100 ton deadweight M/S *Vatnajoekull*, first ship of the new Icelandic refrigerated fishing fleet, is reported to have been delivered by Lindingoe Shipyards of Stockholm, Sweden. Additional ships of this type are being built by Sweden and Britain. Each is to have deep-freeze compartments.

JAPANESE SPONGE CULTURE— Experiments in sponge culture in the South Pacific Islands were started by the Japanese at Ponape in 1927 and ended at Ailinglapalap Atoll in the Marshalls in 1943, according to information collected by the Natural Resources Section of SCAP. Three methods were used: attachment of sponges to aluminum wire loops set in concrete plates and planted on the bottom, rafts of bamboo, from which sponges were suspended, and the bottle float method. The latter method, in which a string of sponges strung on thin coconut palm rope was anchored to a bottom rock and suspended vertically by a bottle float that was about 18" below the surface of the ocean at low tide, was found to be the most successful. The two species of sponges used were the sheepswool and the velvet.

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wear HODGMAN
WATERPROOF CLOTHING
No. 1080 Heavy Duty Rubber Surface Suit — The ideal garment for commercial fishing. Two piece suit, either part serviceable alone. Heavily rubber coated, fully cemented seams, entire unit vulcanized after making. Corduroy edge stand collar. Strong webbing suspenders, adjustable buckles and belt loops.
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STERLING-VIKING AND LATHROP MARINE ENGINES
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COMPLETE ENGINE REPAIRS

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Main Office and Works—49 D Street, South Boston, Mass.
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Danforth HOLDING POWER

For boats up to 100 ft., in holding ground varying from "pea soup" mud 6 ft. deep to hard sand, old style anchors hold 2 to 7 times their weight. Danforths hold 25 to 700 times!

Write for folder "How to test and compare the holding power of any anchor — with your own boat"

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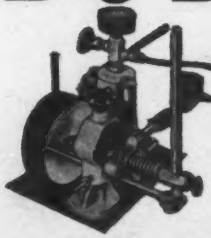
BUDA NOZZLE TESTERS



One Nozzle Tester for all Standard Types of Diesel Nozzles

Write for Bulletin No. 1170

THE BUDA CO. (Harvey (Chicago Suburb) Illinois)

Vineyard Bailings

By J. C. Allen

In these latitudes, there are a few old barnacles who always have claimed that the first three days in December foretell what the weather is to be during the first three months of the year. That is, the first day will be January weather, and so on. As January falls astern, all hands try to recall what the first day of December was like, but nobody ever does.

It's a pretty safe bet, however, that that particular day was not too much like January has been with respect to weather—generally windy and cold with a few sudden drops in temperature and some little ice around the edges to doll up the picture.

Actually, we have had but little snow close aboard, but there has been enough to kill whatever tauthaug might have been left in the wells and cars, and to drive the mackerel into hibernation or wherever the devil they go when they leave here.

Just the same, the influence of the Gulf Stream eddy which worked inshore last Summer must have been felt right up to and into this month to judge from the scup, herring and menhaden which were dragged off the bottom just to the westward.

The report of the sea-skimmers as a whole, for the month, is not sensational. Interference has been so consistent that very few vessels have made a normal trip. Those that have did well enough, and it's a little curious to see even an occasional trip of clear haddock, all large fish, or perhaps flukes or flounders. Yet, it has happened. And it was during this month, too, that there was one week without a landing at the local market. Gales and heavy seas kept all hands chafing at the dolphins.

Value of Bay Scallop Take Impressive

Despite the recognized fact that the bay scallop season was below par, the overall take in our various towns was impressive in its value, and all prospects point to a far better season next Fall. One town's take was valued at $27,000, and this was not the largest yield among the 5 towns which have scallop beds.

Right now it looks as if Edgartown, the shire town of the county, is getting set to develop the largest bay scallop bed in the State. This will be accomplished by opening Edgartown Great Pond to the sea. This pond has 6 to 7 square miles of area, and on the few occasions when it has been salted by accident or design, scallops and soft clams have seeded there by the millions within a few months' time. The trouble always has been that heavy surf has filled the openings in.

There is now a plan afoot to open the pond through a tidewater canal, which already is half dug, and eventually will be completed. In the meantime, the seabeach will be opened and the salting of the pond will take place. Ernest W. Barnes, State biologist, has said that half a million dollars worth of shellfish is not too much to expect from this pond in a season, once it is properly salted and provided with tidal circulation.

Oyster Farming in Tisbury Pond

The Vineyard oyster farm also is beginning to attract some attention, although operations there are still in the experimental stage. Some ex-servicemen have obtained the necessary bed permits, and now face the problem of salting, which has to be done by means of opening a seabeach, and of persuading the oysters to make fast to some object rather than each other when they cease swimming around.

Tisbury Pond, where the experiment is in process, has produced oysters for 300 years and over, but nobody ever has tried to sell them. The bottom is a mixture of mud, gravel and general junk, such as may be found in any pond, and the oysters come out in bunches containing anywhere from a couple to 50. Naturally the heft of them are crooks, and likewise, when the seabeach is closed, the pond becomes fresh and the oysters lack flavor unless they are taken and replanted for salting.

The boys have an army duck equipped with a centrifugal pump for opening the beach when it is required, and have their beds prepared with stakes, brush and shell beds, in order to find out which the spat prefer. They already have gathered and shucked oysters from seeding during the war, but the percentage of crooks must be cut down considerably before they attempt to market the oysters in the shell.

New Brunswick Report

By C. A. Dixon

Sardine Herring Fishing Improves

Before January was over the catch of sardine herring in southern New Brunswick had picked up somewhat, and purse seiners from Campobello in particular did better than they did the first part of the month.

It is reported that the eastern Maine sardine factories, in general, will reopen for business on March 1, and the factories are being put in first class condition in preparation for a very busy season in 1948, which means practically an unlimited market for sardine herring caught in southern New Brunswick.

Figures on the quantity of sardine herring caught and sold by southern New Brunswick fishermen, chiefly those of Charlotte County, N. B., where most of the sardine herring are taken, show that total production through November, 1947 amounted to 98,798 hogsheads with a landed value to the fishermen of $1,457,000. As it stands, all records for previous catches made in any eleven-month period were broken in 1947. In the month of November alone, the weirmen, of which there were comparatively few, sold 10,533 hogsheads of sardine herring, valued at $158,000.

Exports of Herring Scales

Indicative of the value of herring scales to the fishermen of southern New Brunswick are the official figures covering the export of the scales through the single port of Lord's Cove, Deer Island, N. B. in 1947 from April 1 to December 31. The quantity reported amounted to 1,495,548 lbs., valued at $150,667, as compared to 1,569,548 lbs., valued at $382,911, during the same period of 1946. Large quantities of scales also were exported from several other ports in Charlotte County, N. B.

Lobster Plant Damaged by Fire

Fire which broke out in the engine room of the plant of Conley's Lobsters, Ltd., St. Andrews, N. B., resulted in damage totalling $100,000 the third week in January, but within 24 hours normal shipping activities were being carried out. The engine room, modernly equipped with two Diesel plants and generators, pumps and other costly machinery, was almost totally destroyed, and the offices were greatly damaged by water and smoke.

The part of the plant which contained the 156 lobster tanks escaped serious damage, and $50,000 worth of lobster meat stored in the refrigeration plant was saved and moved to the new cold storage plant owned by St. Andrews Packers, Chamcook. The tanks, which held 100,000 lbs. of live lobsters, went dry, but emergency pumps were quickly installed, and the loss in lobsters was estimated to be only 20% of those in storage at the time of the fire. The firm will rebuild at once.

Sardine Carrier Being Built for Capt. Young

Boatbuilders in both New Brunswick and Nova Scotia are enjoying a busy year, and craft of various sizes and types are sliding off the ways as fast as they can be constructed. One of the new ones is a sardine carrier being built in Nova Scotia for Capt. Cyril Young of Leonardville, N. B., who freights sardines for an Eastport, Me. firm. The boat will carry 45 hogsheads of fish, it is said, and will be ready for use in the early Spring.

Reed Elected Chairman of Research Board

Dr. G. B. Reed, professor of bacteriology at Queen's University, Kingston, Ont., was elected chairman of the Fisheries Research Board of Canada at the concluding session of a five-day convention, succeeding the late Dr. A. T. Cameron of Winnipeg.

The Board heard a prediction by Dr. Neal M. Carter, director of the Pacific fisheries experimental station at Vancouver, to the effect that Canadians at inland points probably will get higher quality fish as a result of research mapped out for this year by the Vancouver station. He said the station plans to continue extensive technological study of the problems of constant low-temperature refrigeration, and that a temperature of zero degrees Fahrenheit will be sought.

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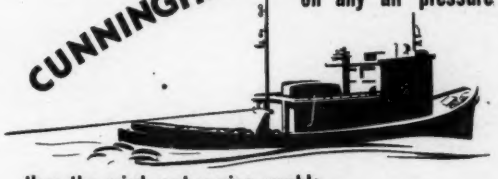

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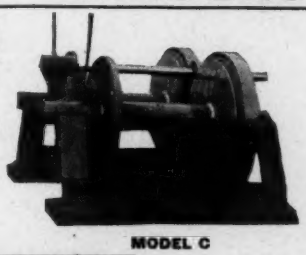

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"Exide": Electric Storage Battery Co., Allegheny Ave. and 19th St., Philadelphia, Pa.
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*Kelvin & Wilfrid O. White Co., 90 State St., Boston, Mass.

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American Manufacturing Co., Noble and West Sts., Brooklyn, N. Y.
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*New Bedford Cordage Co., 233 Broadway, New York, N. Y.

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*Bendix Aviation Corp., Pacific Div., 7551 Melrose Ave., Hollywood 46, Calif.
Bludworth Marine, 100 Gold St., New York 7, N. Y.
*Submarine Signal Co., 160 State St., Boston, Mass.

DIESEL AUXILIARY SETS
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
United States Motors Corp., 448 Nebraska St., Oshkosh, Wis.
*Witte Engine Works, Kansas City 3, Mo.

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*The Buda Co., Harvey, Ill.
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*Chrysler Corporation, 12211 East Jefferson, Detroit, Michigan.
Cooper-Bessemer Corp., Mount Vernon, O.
*Cummins Engine Co., Columbus, Ind.
*Detroit Diesel Engine Division, General Motors Corp., Series 71 Marine Diesel, 13400 W. Outer Drive, Detroit 23, Michigan.
*Enterprise Engine & Foundry Co., 18th and Florida Sts., San Francisco 10, Calif.
*Fairbanks, Morse & Co., Chicago, Ill.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
The Lathrop Engine Co., Mystic, Conn.
Lorimer Diesel Engine Co., 16th & Wood Sts., Oakland, Calif.
Murphy Diesel Co., 5317 West Burnham St., Milwaukee, Wis.
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Nordberg Mfg. Co., Milwaukee, Wis.
Osco Motors Corp., 2020 E. Orleans St., Philadelphia 34, Pa.
*Red Wing Motor Co., Red Wing, Minnesota.
*Universal Motor Co., 436 Universal Drive, Oshkosh, Wis.
*Wolverine Motor Works Inc., 1 Union Ave., Bridgeport, Conn.
Worthington Pump & Machinery Corp., 421 Worthington Ave., Harrison, N. J.

Ford Conversions and Parts
Osco Motors Corp., 3648A No. Lawrence St., Philadelphia, Pa.

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*Ford Motor Co., 3559 Schaefer Road, Dearborn, Mich.
*Gray Marine Motor Co., 646 Canton Ave., Detroit, Mich.
Nordberg Mfg. Co., Milwaukee, Wis.

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*Diesel Marine & Equipment Corp., 342 Madison Ave., New York 17, N. Y.
*The Edson Corp., 49 D St., South Boston, Mass.
*Harbor Supply Oil Co., 39 Portland Pier, Portland, Me.
Oluf Mikkelsen Co., Inc., 393 Fourth Ave., New York 16, N. Y.
Walter H. Moreton Corp., 9 Commercial Ave., Cambridge, Mass.
*H. O. Penn Machinery Co., Inc., East River and 140th St., New York, N. Y.
*Perkins-Eaton Machinery Co., 376 Dorchester Ave., South Boston 27, Mass.
Southworth Machine Co., 30 Warren Ave., Portland, Me.
United Dock Corp., City Island, New York 64, N. Y.
*J. H. Westerbeke Corp., 280 Northern Ave., Boston 10, Mass.

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*The Linen Thread Co., Inc., 105 Maplewood Ave., Gloucester, Mass.
*New England Trawler Equipment Co., 301 Eastern Ave., Chelsea, Mass.
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*Socony-Vacuum Oil Co., Inc., Marine Sales Dept., 26 Broadway, New York 4, N. Y.
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Kaar Engineering Co., 611-619 Emerson St., Palo Alto, Calif.
Radiomarine Corp. of America, 75 Varick St., New York 13, N. Y.
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*Bethlehem Steel Co., Bethlehem, Pa.
*John A. Roebling's Sons Co., Trenton 2, N. J.
*Wickwire Spencer Steel Division, Palmer, Mass.

Book Reviews

"International Maritime Dictionary", by Rene de Kerchove, is a comprehensive and thoroughly cross-referenced listing of words and definitions related to methods and gear used in commercial fisheries, whaling, maritime and international law, boatbuilding, shipbuilding materials, construction and equipment, naval architecture, marine insurance and average, navigation, oceanography and meteorology, navigational appliances and nautical instruments. The fact that should be of primary interest to the industry is that deep-sea commercial fishing with its methods and gear has been given an important place, contrary to the custom in earlier works.

This dictionary is a reference book of permanent value to everyone dealing in any way with ships and shipping, whether concerned with large or small craft—with maritime matters afloat or ashore. French and German equivalents for each term appear at the end of the definition. —D. Van Nostrand Co., Inc., 250 Fourth Ave., New York 3, N. Y.

Plywood in Marine Construction

"Plywood—What It Is—What It Does", by Louis H. Meyer, formerly field research director for United States Plywood Corp., is a new authoritative book covering composition, structure, and mechanical characteristics of plywood and kindred laminates. In dealing with marine uses of plywood, the author gives an interesting account of the many structural and decorative applications which have been developed in the boat building field.

The book states that laminated ship's timbers can be fabricated to withstand immersion in fresh or salt water and in lengths up to 100'. Curved members, such as stems, can be built in a single piece with dead wood, shaft-log, and keel in one continuous unit. —The McGraw-Hill Book Co., 330 West 42nd St., New York 18, N. Y.

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"Ships and Sailing Albums", a series of four, (1) "Mississippi Stern Wheelers", (2) "Great Lakes Sailing Ships", (3) "Our Navy's Fighting Ships", and (4) "New England Fishing Schooners", are 10" x 14" pictorial booklets which, through selected illustrations and narrative, unfold the romantic story of picturesque vessels of another era. No. 3 is an exception in that it is quite up-to-date.

Fishermen will admire the beauty of the schooners and the brave men who sailed to the Grand Banks, when reading No. 4. This album is replete with famous names: Capt. Ben Pine, *Gertrude L. Thebaud, Bluenose, Columbia, Ethel B. Jacobs,* Capt. Sol Jacobs, etc.

Sailing vessels of the Great Lakes fishing fleet are covered in a section of No. 2. These were the clinker-built mackinaws, the double-ended Collingwood skiffs and the square-sterned Huron S.—Kalmbach Publishing Co., 1027 N. Seventh St., Milwaukee 3, Wis.

Index to Advertisers

Aero-Marine Radio Laboratory..... 49
Avondale Marine Ways, Inc..... 41

Bendix Aviation Corp., Pacific Div. 46
Benjamin's for Motors..... 47
Bethlehem Steel Co. (Wire Rope)... 34
The Buda Co..... 50

Camden Shipbldg. & Marine Railway Co. 48
Caterpillar Tractor Co..... 12
Chrysler Corp., Marine Engine Div. 11
Columbian Bronze Corp. 49
Columbian Rope Co. 1
Cummins Engine Co..... 6
Cunningham Mfg. Co..... 51

R. S. Danforth..... 50
Delaware Bay Shipbldg. Co..... 51
Detroit Diesel Engine Div., General Motors Corp. 3
Bill DeWitt Baits..... 45
Diesel Engine Sales Co., Inc..... 50
Diesel Marine & Equipment Corp... 49

R. J. Ederer Co..... 40
The Edson Corp..... 50
Enterprise Engine & Foundry Co. (Marine Engine Div.)..... 29
The Enterprise Mfg. Co..... 31

Fairbanks, Morse & Co..... 56
Federal Propellers 44
Ford Motor Co..... 54

General Motors Corp., Detroit Diesel Engine Div. 3
Gray Marine Motor Co..... 38
Gulf Oil Corp..... 4

Harbor Supply Oil Co., Inc..... 27
Hathaway Machinery Co..... 33
Hodgman Rubber Co..... 49
Hudson American Corp..... 35
Hyde Windlass Co..... 37

The Imperial Electric Co..... 8
The International Nickel Co., Inc... 36

Kelvin & Wilfrid O. White Co..... 51

Liberty Dry Dock, Inc..... 51
The Linen Thread Co., Inc..... 10
Luders Marine Construction Co.... 34

Lucian Q. Moffitt, Inc..... 41
O. Mustad & Son..... 47

New Bedford Cordage Co..... 28
New England Trawler Equip't Co. 33

H. O. Penn Machinery Co., Inc..... 43
Perkins-Eaton Machinery Co.....37, 45
Pride Fisheries, Inc..... 45

Red Wing Motor Co..... 41
John A. Roebling's Sons Co..... 38

Frank L. Sample, Jr., Inc..... 37
Sargent, Lord & Co..... 7
Snow-Nabstedt Gear Corp..... 43
Socony-Vacuum Oil Co., Inc..... 55
A. M. Starr Net Co..... 38
Submarine Signal Co..... 30
Surrette Storage Battery Co..... 47

Universal Motor Co..... 32

J. H. Westerbeke Corp..... 35
Westerbeke Fishing Gear Co..... 43
Wickwire Spencer Steel Div..... 25
Willard Storage Battery Co..... 2
Witte Engine Works..... 48
Wolverine Motor Works, Inc..... 31

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In order to complete our files, we need the following past issues of Atlantic Fisherman: April 1923, June 1923, September 1923, June 1924, September 1924, February 1927, August 1928. We will pay $2 per copy for any of these issues. Send to Atlantic Fisherman, Goffstown, N. H.

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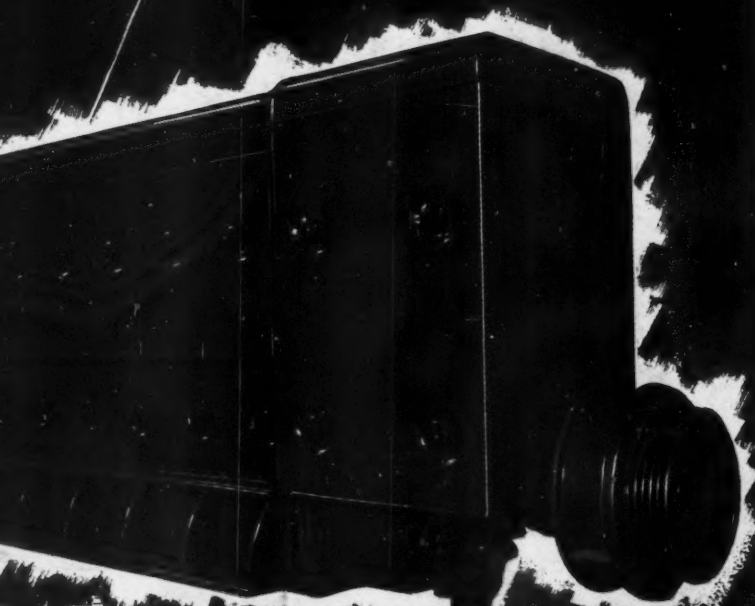

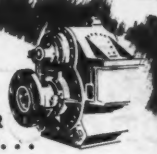

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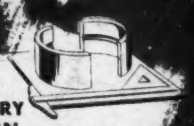

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